NACOmatic

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22 OCT 2009 to 19 NOV 2009

ALTERNATE MINS



INSTRUMENT APPROACH PROCEDURE CHARTS

IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME

CEDAR RAPIDS, IA

COLUMBIA, MO

1000-3.

NAME ANKENY.IA	ALTERNATE MINIMUMS
,	RNAV (GPS) Rwy 18 RNAV (GPS) Rwy 22 RNAV (GPS) Rwy 36
NA when local weath	
ATLANTIC, IA ATLANTIC MUNI	
Category D, 800-2½ NA when local weath	
BRANSON, MO BRANSON	RNAV (GPS) Rwy 14 ¹ RNAV (GPS) Rwy 32 ²
NA when local weath ¹ Category C, 800-23 ² Category D, 800-23	ner not available. 4; Category D, 800-2½.
BURLINGTON, IA SOUTHEASTIOWA	
RGNL	RNAV (GPS) Rwy 361 RNAV (GPS) Rwy 12 RNAV (GPS) Rwy 30 RNAV (GPS) Rwy 36 VOR/DME Rwy 12 VOR Rwy 30
NA when local weath ¹ILS,LOC, Category	ner not available.
CAPE GIRARDEAU	, MO

NA when local weather not available. 1NA when control tower closed.
CHARLES CITY, IA NORTHEAST
IOWA RGNLLOC Rwy 12 NDB Rwy 12
RNAV (GPS) Rwy 12 RNAV (GPS) Rwy 30 RNAV (GPS) Rwy 30
NA when local weather not available.
CHEROKEE,IA CHEROKEE COUNTY RGNLRNAV (GPS) Y Rwy 36
RNAV (GPS) Z Rwy 361
NA when local weather not available. Categories A, B, 800-2½.
CLINTON, IA
CLINTON MUNI RNAV (GPS) Rwy 3 RNAV (GPS) Rwy 21
VOR Rwy 3
NA when local weather not available.

COLUMBIA RGNL ILS or LOC/DME Rwy 21

¹NA when local weather not available.

²Categories A,B, 1000-2; Categories C,D,

LOC/DME BC Rwy 201

VOR Rwy 13²

THE EASTERN IOWA ILS or LOC Rwy 91

ALTERNATE MINIMUMS

ILS or LOC Rwy 271 RNAV (GPS) Rwy 9 RNAV (GPS) Rwy 27 VOR Rwy 27

CAPE GIRARDEAU

RGNLILS or LOC Rwy 1012 LOC/DME BC Rwy 281 RNAV (GPS) Rwy 101 RNAV (GPS) Rwy 2813

¹NA when local weather not available. ²ILS, LOC, Categories A, B, 1000-2; Categories C, D, 1000-3.

3Categories A,B,C,D, 900-21/4.

22 OCT 2009 to 19 NOV 2009

95			_
NAME ALTE	RNATEMINIMUMS	NAME	ALTERNATE MINIMUMS
COUNCIL BLUFFS, IA		FORT DODGE, IA	
COUNCIL			RNAV (GPS) Rwy 12
BLUFFS MUNI F	RNAV (GPS) Rwy 14	TORT BODGE RONE	RNAV (GPS) Rwy 30
	RNAV (GPS) Rwy 18		VOR Rwy 12
	RNAV (GPS) Rwy 36		VOR/DME Rwy 30
'	VOR-A	NA when local weather	
NA when local weather not		TWY WHOM IOOM WOMEN	or not available.
To the month of the month of the t	avanabio.	FORT LEONARD WO	OOD. MO
CRESTON, IA		WAYNESVILLE-ST. RO	
CRESTON MUNI F	RNAV (GPS) Rwv 16		ILS or LOC Rwy 1412
	RNAV (GPS) Rwy 34		NDB Rwy 321
NA when local weather not			RNAV (GPS) Rwy 142
			RNAV (GPS) Rwy 32 ²
DAVENPORT, IA			VOR Rwy 141
DAVENPORT MUNI	RNAV (GPS) Rwy 3		VOR Rwy 321
	RNAV (GPS) Rwy 15	¹ NA when control tower	er closed.
F	RNAV (GPS) Rwy 21	² NA when local weath	er not available.
R	RNAV (GPS) RWY 33		
	VOR Rwy 3	GRINNELL, IA	
	VOR Rwy 21	GRINNELL RGNL	NDB Rwy 13
NA when local weather not	available.		RNAV (GPS) Rwy 13
			RNAV (GPS) Rwy 31
DECORAH, IA			VOR/DME Rwy 31
DECORAH MUNI F		NA when local weather	er not available.
NA when local weather not	available.		
DEC MOINES IA		HARRISONVILLE, M	10
DES MOINES, IA	11.0 × 1.00 B = 51	LAWRENCE	DNAW (000) D 47
DES MOINES INTL	LS or LOC Rwy 5 ¹	SMITHMEMORIAL	RNAV (GPS) Rwy 17
	LS or LOC Rwy 13 ¹	NA when local weather	RNAV (GPS) Rwy 35
	RNAV (GPS) Rwy 5 ²	NA WHEIT local weather	ei flot avallable.
	NAV (GPS) Rwy 13 ²	IOWA CITY, IA	
	NAV (GPS) Rwy 31 ²	,	RNAV (GPS) Rwy 25
IX.	VOR/DME Rwy 233	IOWA CITT MONT	RNAV (GPS) Rwy 30
¹ Category E, 900-2¾.	VOIGDINE KWY 23		VOR-A
² NA when local weather not	available.	NA when local weather	er not available.
3Category C, 800-21/4; Cate			
		IOWA FALLS, IA	
DUBUQUE, IA			RNAV (GPS) Rwy 31
DUBUQUE RGNL F		NA when local weather	er not available.
	RNAV (GPS) Rwy 31		
F	RNAV (GPS) Rwy 36	JEFFERSON CITY, N	10
	VOR Rwy 13 ¹	JEFFERSON CITY	
	VOR Rwy 31 ¹	MEMORIAL	ILS or LOC Rwy 30123
NIAb.a.a.la.aala.db.aa.aad	VOR Rwy 36		NDB Rwy 12 ¹⁴
NA when local weather not	avallable.		RNAV (GPS) Rwy 12 ³⁵ RNAV (GPS) Rwy 30 ³⁵
¹ Category D, 800-21/4.		¹ NA when control tow	
ESTHERVILLE, IA			C, 800-2; Category D,
ESTHERVILLE MUNI F	RNAV (GPS) Rwv 16	800-2½. LOC, Categ	
	RNAV (GPS) Rwy 34	³ NA when local weath	
NA when local weather not	` , ,	Category D, 800-21/2	
			Category D, 800-21/2.
EVIDEIEI D IV		3 , ,	

FAIRFIELD, IA

FAIRFIELD MUNI RNAV (GPS) Rwy 18 RNAV (GPS) Rwy 36

NA when local weather not available.





95	4
NAME ALTERNATE MINIMUMS JOPLIN, MO JOPLIN RGNL ILS or LOC/DME Rwy 1 ILS or LOC/NDB Rwy 1 NA when control tower closed. KAISER/LAKE OZARK, MO LEE C. FINE MEMORIAL RNAV (GPS) Rwy 2 RNAV (GPS) Rwy 2	LEE'S SUMMIT, MO LEE'S SUMMIT MUNI RNAV (GPS) Rwy 11 RNAV (GPS) Rwy 18 RNAV (GPS) Rwy 29 RNAV (GPS) Rwy 36 NA when local weather not available.
VOR Rwy NA when local weather not available.	
KANSAS CITY, MO CHARLES B. WHEELER DOWNTOWN ILS or LOC Rwy 1	92 RNAV (GPS) Rwy 242 93 VOR Rwy 64 34 1ILS, Categories B,C,D, 700-2. 15 2NA when local weather not available. 19 3Categories A, B, C, D, 800-2½.
NA when local weather not available. *ILS,LOC, Category A,B, 1300-2, Category C,D, 1300-3. *ILS, 700-2. *Category D, 800-2½. *Categories A,B, 1000-1½; Category C, 1000-2¾; Category D, 1000-3. *Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.	NEWTON, IA NEWTON MUNIRNAV (GPS) Rwy 14 RNAV (GPS) Rwy 32 NA when local weather not available. OSKALOOSA, IA
KEOKUK, IA KEOKUK MUNI	26 OTTUMWA RGNL
NA when local weather not available. KIRKSVILLE, MO KIRKSVILLE	PELLA, IA PELLA MUNIRNAV (GPS) Rwy 16 RNAV (GPS) Rwy 34
RGNL ILS or LOC/DME Rwy 3 RNAV (GPS) Rwy 1 RNAV (GPS) Rwy 3 VOR- VOR/DME- NA when local weather not available.	POPLAR BLUFF, MO POPLAR BLUFF MUNI RNAV (GPS) Rwy 181

LE MARS, IA

LE MARS MUNI VOR/DME or GPS Rwy 36 Categories A,B, 900-2.

¹NA when local weather not available.

²NA except for operators with approved weather reporting service.

09295

NAME



ALTERNATE MINS

ALTERNATE MINIMUMS

LOC BC Rwy 1713

RADAR-1⁴

ST CHARLES, MO

ST CHARLES COUNTY SMARTT RNAV (GPS) Rwv 18

VOR Rwy 18 NA when local weather not available.

ST. JOSEPH, MO ROSECRANS

MEMORIALILS or LOC Rwv 3512

VOR or TACAN Rwv 175 ¹NA when control tower closed. 2ILS. Category D. 700-21/4: Category E. 1000-3.

LOC, Category D, 800-21/4; Category E, 1000-3. 3Category D, 800-21/4. ⁴PAR, Category D, 700-21/4; Category E, 1000-3. ASR Category D, 800-21/4; Category E,

⁵Category D, 800-21/4; Category E, 1000-3.

ST. LOUIS. MO

LAMBERT-

ST. LOUIS INTL RNAV (GPS) Rwy 11

Category E, 800-2.

SPIRIT OF ST. LOUIS ILS or LOC Rwy 8R13 ILS or LOC Rwy 26L24 RNAV (GPS) Rwy 8L1 RNAV (GPS) Rwy 8R15 RNAV (GPS) Rwy 26L15

RNAV (GPS) Rwy 26R1 ¹NA when local weather not available. ²NA when control tower closed. 3ILS, Categories A,B,C, 700-2; Category D, 700-21/4. LOC, NA.

⁴ILS, Categories A,B,C, 700-2; Category D, 700-21/4. LOC, Category D, 800-21/4. 5Category D, 800-21/4.

SHELDON, IA

SHELDON MUNI NDB Rwy 4 RNAV (GPS) Rwy 4 RNAV (GPS) Rwy 151 RNAV (GPS) Rwy 331

NA when local weather not available. 1Category D, 800-21/4.

SHENANDOAH, IA

SHENANDOAH MUNI RNAV (GPS) Rwy 4 NDB Rwy 4

NA when local weather not available.

NAME

SIOUX CITY, IA

SIOUX GATEWAY/COLONEL

BUD DAY FIELDILS or LOC Rwy 1313

ILS or LOC Rwy 313

RNAV (GPS) Rwy 1325 RNAV (GPS) Rwy 172 RNAV (GPS) Rwy 3125

ALTERNATE MINIMUMS

NDB Rwy 354

VOR Rwy 30

RNAV (GPS) Rwy 201

RNAV (GPS) Rwy 17

RNAV (GPS) Rwy 33

VOR-A

VOR/DME or TACAN Rwv 1325 VOR or TACAN Rwy 3125 ¹NA when control tower closed. ²NA when local weather not available.

3ILS, LOC, Category E, 1000-3. ⁴Categories A,B, 900-2; Category C, 900-21/4; Category D, 900-21/2.

5Category E, 1000-3.

SPENCER, IA SPENCER MUNI VOR or GPS Rwv 12

Category D, 800-21/4.

SPRINGFIELD, MO

SPRINGFIELD-BRANSON NATIONAL RNAV (GPS) Rwy 21

VOR/DME or TACAN Rwy 22 VOR or TACAN Rwy 202 ¹NA when local weather not available.

²Category E, 800-21/4. STORM LAKE, IA

STORM LAKE MUNI NDB Rwy 17

RNAV (GPS) Rwy 35 NA when local weather not available.

WASHINGTON, MO WASHINGTON RGNL RNAV (GPS) Rwy 15

NA when local weather not available.

Category C. 800-21/4.

WATERLOO, IA WATERLOO RGNLILS or LOC Rwy 121

LOC BC Rwv 30 RNAV (GPS) Rwy 12 RNAV (GPS) Rwy 30

VOR Rwy 12 VOR/DME Rwy 30 NA when local weather not available.

¹ILS, Category D, 700-2. WEST PLAINS, MO

WEST PLAINS MUNI RNAV (GPS) Rwy 18

RNAV (GPS) Rwy 36 NA when local weather not available.



INSTRUMENT APPROACH PROCEDURE CHARTS

FIFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude, and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSI

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title: e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military takeoff minima, refer to appropriate service directives.

NAME

TAKE-OFF MINIMUMS ALBIA. IA

ALBIA MUNI

TAKE-OFF MINIMUMS: Rwvs 13.31.300-1 DEPARTURE PROCEDURE: Rwv 31, climb runwav heading to 2000 before turning.

ALGONA, IA

ALGONA MUNI

TAKE-OFF MINIMUMS: Rwvs 18.36. NA. DEPARTURE PROCEDURE: Rwy 12, climb runway heading to 2000 before turning on course.

AMES, IA

AMES MUNI

DEPARTURE PROCEDURE: Rwvs 1.13.31.climb runway heading to 4000 before turning, Rwy 19, left turn. climb heading 130° to 4000 before turning.

ANKENY.IA

ANKENY RGNL

DEPARTURE PROCEDURE: Rwv 18, climb heading 150° to 2100 before turning on course. Rwy 36, climb heading 040° to 3000 before turning on course.

NAME TAKE-OFF MINIMUMS ATLANTIC. IA

ATLANTIC MUNI (AIO)

AMDT 6A 09155 (FAA)

TAKE-OFF MINIMUMS: Rwy 2, 300-11/2 or std. w/min. climb of 208' per NM to 1400. Rwy 12, 400-21/2 or std. w/ min. climb of 321' per NM to 1700.

DEPARTURE PROCEDURE: Rwv 12, climb heading 119° to 1700 before proceeding on course. Rwy 20, climb heading 198° to 2300 before proceeding on course. Rwy 30, climb heading 299° to 1900 before proceeding on course.

NOTE: Rwv 2, terrain beginning 6' from DER, from 654' left of centerline to 433' right of centerline, up to 1175' MSL. Trees beginning 1210' from DER, 20' right of centerline, up to 75' AGL/1234' MSL. Trees beginning 2991' from DER, 202' left of centerline, up to 75' AGL/ 1234' MSL, Rwy 12, terrain beginning 8' from DER. from 336' left of centerline to 422' right of centerline, up to 1300' MSL. Trees beginning 2175' from DER, 498' right of centerline, up to 75' AGL/1214' MSL. Trees beginning 4525' from DER, 422' right of centerline, up to 75' AGL/1354' MSL. Rwy 20, terrain beginning 72' from DER, from 538' left of centerline to 623' right of centerline, up to 1185' MSL. Trees beginning 2157' from DER, 44' left of centerline, up to 75' AGL/1234' MSL. Rwy 30, terrain beginning 100' from DER, from 1615' left of centerline to 758' right of centerline, up to 1293' MSL.



$\overline{f V}$ TAKE-OFFMINIMUMSAND (OBSTACLE) DEPARTURE PROCEDURES

AUDURON IA

AUDUBON COUNTY

TAKE-OFF MINIMUMS: Rwv 32, 300-1.

AURORA, MO

JERRY SUMNERS SR. AURORA MUNI TAKE-OFF MINIMUMS: Rwv 18, 300-1 or std. with a min. climb of 400' per NM to 1600.

BELLE PLAINE. IA

BELLE PLAINE MUNI

TAKE-OFF MINIMUMS: Rwvs 18.36.300-1.

BLOOMFIELD.IA

BLOOMFIELD MUNI (4K6)

ORIG-A 08185 (FAA)

DEPARTURE PROCEDURE: Rwv 18 climbrunway heading to 1300 before turning.

NOTE: Rwy 18, building 353' from departure end of runway, 306' left of centerline, 30' AGL/915' MSL.

BOLIVAR. MO

BOLIVAR MUNI

TAKE-OFF MINIMUMS: Rwv 36, 200-11/4 or std. w/min. climb of 252' per NM to 1400.

NOTE: Rwv 18. east-west road, vehicle and transmission lines and poles beginning 627' from departure end of runway, up to 40' AGL/1138' MSL. Multiple trees beginning 667' from departure end of runway, 6' left of centerline, up to 75' AGL/1148' MSL. Silo 1059' from departure end of runway, 677' left of centerline, 100' AGL/1200' MSL. Multiple trees beginning 147' from departure end of runway, 39' right of centerline, up to 75' AGL/1157' MSL. Rwv 36. transmission lines and poles beginning 1208' from departure end of runway, 189' left of centerline, up to 40' AGL/1137' MSL, East-west transmission lines and poles beginning 1925' from departure end of runway, up to 50' AGL/1165' MSL. Multiple trees beginning 659' from departure end of runway, 58' right of centerline, up to 75' AGL/1201' MSL. Tree 5471' from departure end of runway, 1766' left of centerline, 100' AGL/1269' MSL.

BOONE.IA

BOONE MUNI (BNW)

AMDT 5 09015 (FAA)

TAKE-OFF MINIMUMS: Rwvs 2.20. NA-Environmental. NOTE: Rwy 15, tree 3565' from departure end of runway, 816' right of centerline, 100' AGL/1259' MSL, Rwv 33. tree 1442' from departure end of runway, 631' left of centerline, 100' AGL/1259' MSL. Vehicle on road 561' from departure end of runway, 573' right of centerline, 15' AGL/1174' MSL. Tank 3135' from departure end of runway, 1335' right of centerline, 140' AGL/1287' MSL.

BOONVILLE, MO JESSE VIERTEL MEMORIAL

NOTE: Rwv 18, multiple trees beginning 368' from

departure end of runway 383' left of centerline, up to 80' AGL/761 MSL. Road and vehicle 1232 from departure end of runway on centerline 17' AGI /746' MSI Multiple trees beginning 500' from departure end of runway, 109' right of centerline, up to 80' AGL/786' MSL. Rwv 36, multiple trees and pole beginning 701' from departure end of runway, 67' left of centerline, up to 100' AGL/810' MSL. Multiple trees beginning 200' from departure end of runway 334' right of centerline, up to 80' AGL/794' MSL.

BOWLING GREEN. MO

BOWLING GREEN MUNI

TAKE-OFF MINIMUMS: Rwv 31, 300-1.

BRANSON, MO

BRANSON (BBG)

ORIG 09127 (FAA)

DEPARTURE PROCEDURE: Rwv 32, climb heading 323° to 2000 before turning left.

NOTE: Rwv 14. numerous trees beginning 1214' from DER, 4' right of centerline, up to 100' AGL/1449' MSL. Rwy 32, numerous trees beginning 77' from DER, 452' left of centerline, up to 100' AGL/1289' MSL.

BROOKFIELD. MO

NORTH CENTRAL MISSOURI RGNI

TAKE-OFF MINIMUMS: Rwv 36, 400-2 or std. with a min, climb of 246' per NM to 1400.

NOTE: Rwv 36, tower 3197' from departure end of runway. 1744' right of centerline, 319' AGL/1169' MSL.

BURLINGTON.IA

SOUTHEAST IOWA RGNI

TAKE-OFF MINIMUMS: Rwv 36, 300-1.

DEPARTURE PROCEDURE: Rwvs 30.36. climb runway heading to 1500 before turning.

CABOOL, MO

CAROOL MEMORIAL

TAKE-OFF MINIMUMS: Rwy 21, 500-1 or std. with a min, climb of 400' per NM to 1700, Rwv 3, 300-1 or std. with a min, climb of 400' per NM to 1500.

CAMDENTON. MO

CAMDENTON MEMORIAL

TAKE-OFF MINIMUMS: Rwys 15,33, 300-1.

CAPE GIRARDEAU, MO

CAPE GIRARDEAU RGNL

TAKE-OFF MINIMUMS: Rwvs 10, 20, 200-1 or std. with a min. climb rate of 220' per NM to 600.

DEPARTURE PROCEDURE: Rwy 2, north and west departures (200° CW 035°), climb to 3500 via heading 035° before proceeding on course.

TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

CARROLL. IA ARTHUR N NEU

TAKE-OFF MINIMUMS: Rwvs 3. 13. 21. 31. 300-1.

CARUTHERSVILLE, MO

CARUTHERSVILLE MEMORIAL

TAKE-OFF MINIMUMS: Rwv 36, 300-2 or std. with a

min_climb of 250' per NM to 600

NOTE: Rwv 36. tower, 6503' from departure end of runway, 534' right of centerline, 202' AGL/470' MSL.

CEDAR RAPIDS, IA THE EASTERN IOWA

DEPARTURE PROCEDURE: Rwv 9. climb runwav heading to 1300 before turning left.

CHARLES CITY. IA

NORTHEAST IOWA RGNL (CCY)

ORIG 09015 (FAA)

TAKE-OFF MINIMUMS: Rwvs 4, 17, 22, 35, NA-

Environmental NOTE: Rwv 12. trees beginning 1002' from departure

end of runway, 351' right of centerline, up to 100' AGL/ 1209' MSL. Rwy 30, trees beginning 1804' from departure end of runway, 621' right of centerline, up to 100'AGI /1229'MSI

CHEROKEE.IA CHEROKEE COUNTY RGNL (CKP)

AMDT 3 09127 (FAA)

TAKE-OFF MINIMUMS: Rwvs 1.19, NA environmental, Rwv 36, 300-114 or std, w/min, climb of

373' per NM to 1600 DEPARTURE PROCEDURE: Rwv 18, climb heading

178° to 1700 before proceeding on course, Rwv 36. climb heading 358° to 1900 before proceeding on

NOTE: Rwv 18, rising terrain, buildings, vehicles on road, poles, signs, trees beginning at DER, 305' left of centerline, up to 65' AGL/1298' MSL. Trains on railroad

beginning at DER, 348' right of centerline, up to 23' AGL/1242' MSL. Rwv 36, vehicles on road, trees beginning at DER, 416' left of centerline, up to 65' AGL/1284' MSL. Row of trees 726' from DER, from left to right of centerline, up to 65' AGL/1284' MSL.

Building 741' from DER, 557' right of centerline, 24' AGL/1239' MSL, Tower 5267' from DER, 382' left of centerline 160' AGL /1390' MSL. Tower 6206' from

DER, 171' right of centerline, 160' AGL/1440' MSL

CHILLICOTHE. MO CHILLICOTHE MUNI (CHT)

ORIG 09183 (FAA)

TAKE-OFF MINIMUMS: Rwvs 2, 20, NA-

Environmental. NOTE: Rwy 14, trees beginning 287' from DER, 261'

left of centerline, up to 150' AGL/884' MSL. Vehicle on

road 542' from DER, 454' right of centerline, 15' AGL/ 779' MSL, Antenna 1338' from DER, 349' left of centerline, 46' AGL/806' MSL. Tree 3217' from DER, 1285' right of centerline, 150' AGL/884' MSL. Rwy 32,

trees beginning 12' from DER, 63' left of centerline, up to 150' AGL/898' MSL. Pole 142' from DER, 368' left of centerline, 43' AGL/792' MSL, Trees beginning 164' from DER, 129' right of centerline, up to 150' AGL/924'

CLARINDA, IA SCHENCK FIFI D

TAKE-OFF MINIMUMS: Rwv 13, 300-1, Rwv 31, 700-2,

DEPARTURE PROCEDURE: Rwys 2, 13, 20, 31, climb runway heading to 1700 before turning. CLARION, IA

CLARION MUNI

TAKE-OFF MINIMUMS: Rwvs 8, 14, 300-1

CLINTON, IA CLINTON MUNI (CWI)

ORIG 09015 (FAA) NOTE: Rwv 3. obstruction light on DME 388' from

departure end of runway, 264' left of centerline, 11' AGL/ 720' MSL. Rwv 14, tree 4799' from departure end of

runway, 1703' left of centerline, 100' AGL/819' MSL. Fence 168' from departure end of runway, 121' left of centerline 6' AGL/695' MSL. Fence 289' from departure end of runway 36' left of centerline 11' AGL /700' MSL Rwy 21, tree 406' from departure end of runway, 500' left of centerline, 17' AGL/706' MSL, Rwv 32, antenna on hopper 1315' from departure end of runway, 851' left of centerline, 82' AGL/781' MSL, Trees beginning 1303'

from departure end of runway, 449' left of centerline, up to 68' AGL/767' MSL. Vehicle on road 201' from departure end of runway, 227' left of centerline. 15' AGL/ 716' MSL. Vehicle on road 509' from departure end of runway, 9' left of centerline, 15' AGL/718' MSL, Vehicle on road 1281' from departure end of runway, 554' right of centerline, 15' AGL/734' MSL. Fence beginning 170' from departure end of runway, 101' right of centerline up to 8' AGL/707' MSL.

COLUMBIA. MO COLUMBIA RGNI

TAKE-OFF MINIMUMS: Rwv 31, 800-2 or std. with a min. climb of 230' per NM to 1900. DEPARTURE PROCEDURE: Rwy 31, north or east bound, climb to 1900 on runway heading before proceeding on course.

CORNING, IA

CORNING MUNI (CRZ) AMDT 2 07354 (FAA)

NOTE: Rwy 18, road w/vehicle, 159' from departure end of runway, on centerline, 23' AGL/1262' MSL. Trees beginning 161' from departure end of runway, 110' left of centerline, up to 100 AGL/1329 MSL. Rwy 36, trees beginning 945' from departure end of runway, 319' left of centerline, up to 100' AGL/1339' MSL. Tree 1212' from departure end of runway, 653' right of centerline, 100' AGL/1309' MSL.

COUNCIL BLUFFS. IA

COUNCIL BLUFFS MUNI (CBF) ORIG 08101 (FAA)

TAKE-OFF MINIMUMS: Rwys 14, 32, NA-Runway

under construction. NOTE: Rwv 36, trees 1196' from departure end of runway. 453' right of centerline, 100' AGL/1279' MSL.

09295

MSL. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

$oldsymbol{ abla}$ take-off minimums and (obstacle) departure procedures $oldsymbol{arkappa}$

09295



DEPARTURE PROCEDURE: Rwys 15, 33, climb runway

heading to 1700 before turning.

CRESTON, IA

CRESTON MUN

TAKE-OFF MINIMUMS: Rwys 4, 22, NA-Environmental. NOTE: Rwy 16, multiple trees and terrain beginning 152' from departure end of runway, 128' left of centerline, up to 70' AGL/1360' MSL. Multiple bushes and terrain beginning 91' from departure end of runway, 93' right of centerline, up to 10' AGL/1313' MSL. Pole 242' from departure end of runway, 199' right of centerline, 7' AGL/1301' MSL. Rwy 34, terrain 561' from departure end of runway, 17' left of centerline, 1309' MSL. Terrain beginning 169' from departure end of runway, 236' right of centerline, up to 1309' MSL. Road/vehicle 756' from departure end of runway, on centerline, 15' AGL/1314' MSL.

CUBA, MO

CUBA MUNI

TAKE-OFF MINIMUMS: **Rwy 18**, 200-1 or std. with a min. climb of 240' per NM to 1100. **Rwy 36**, 200-1 or std. with a min. climb of 340' per NM to 1200.

DAVENPORT.IA

DAVENPORT MUNI

TAKE-OFF MINIMUMS: **Rwy 3**, 300-1.
DEPARTURE PROCEDURE: **Rwys 15**, **21**, climb runway heading to 3000 before turning left.

DECORAH.IA

DECORAH MUNI (DEH)

AMDT 1 08157 (FAA)

DEPARTURE PROCEDURE: **Rwy 29**, Climb heading 294° to 1600 before turning left.

NOTE: Rwy 11, terrain beginning 70' from departure end of runway, 44' left of centerline, up to 0' AGL/1199' MSL. Terrain beginning 121' from departure end of runway, 49' right of centerline, up to 0' AGL/1199' MSL. Rwy 29, terrain beginning 67' from departure end of runway, 151' left of centerline, up to 0' AGL/1179' MSL. Terrain beginning 119' from departure end of runway, 125' right of centerline, up to 0' AGL/1179' MSL.

DENISON, IA

DENISON MUNI (DNS)

ORIG 08269 (FAA)

TAKE-OFF MINIMUMS: Rwys 6, 18, 24, 36, NA-

NOTE: **Rwy 12**, trees beginning 10' from departure end of runway, 202' left of centerline, up to 100' AGL/1352' MSL, trees beginning 293' from departure end of runway, 190' right of centerline, up to 100' AGL/1352' MSI

DES MOINES, IA DES MOINES INTL

NOTE: Rwv 5, tree 1057' from departure end of runway.

644' left of centerline, 69' AGL/1004' MSL. Tree 2398' from departure end of runway, 567'right of centerline, 89' AGL/1024' MSL. Tree 1701' from departure end of runway 564' left of centerline 70' AGL/1005' MSL. Tree 3176' from departure end of runway, 425' right of centerline, 106' AGL/1041' MSL, Tree 2610' from departure end of runway, 774' right of centerline, 91' AGL/1026' MSL. Pole 1202' from departure end of runway 500' left of centerline 55' AGI /990' MSI. Tree 1541' from departure end of runway, 390' left of centerline. 54' AGL/989' MSL. Pole 2281' from departure end of runway, 365' right of centerline, 71' AGL/1001 MSL. Pole 2306 from departure end of runway 371' right of centerline 66' AGL/1001' MSL Tree 2306' from departure end of runway, 371' left of centerline 59' AGI /994' MSI Tree 3754' from departure end of runway, 270' left of centerline, 96' AGL/ 1031'MSL. Obstruction light 191' from departure end of runway, 253' left of centerline, 6' AGL/941' MSL, Rwy 13. tree 727' from departure end of runway, 619' right of centerline. 40' AGL/997' MSL. Tree 1093' from departure end of runway, 690' right of centerline, 46' AGL/1003' MSL. Tree 799' from departure end of runway, 598' right of centerline, 32' AGL/989' MSL. Tree 1266' from departure end of runway, 652' right of centerline. 43' AGL/1000' MSL. Tree 1427' from departure end of runway, 830' left of centerline, 45' AGL/ 1002' MSL. Tree 1793' from departure end of runway. 794' right of centerline, 48' AGL/1005' MSL, Rwv 31. tree 2492' from departure end of runway, 912' right of centerline, 66' AGL/977' MSL.

DEXTER, MO

DEXTER MUNI (DXE)

AMDT 3 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36**, std. w/min. climb of 251' per NM to 1100 or 900-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 36**, for climb in visual conditions: Cross Dexter Muni airport at or above 1100 MSL before proceding on course.

NOTE: Rwy 36, trees and wind sock beginning 144' from departure end of runway, 128' right of centerline, up to 87' AGL/399' MSL. Trees beginning 2295' from departure end of runway, 169' right of centerline, up to 78' AGL/388' MSL. Trees beginning 2342' from departure end of runway, 164' left of centerline, up to 74' AGL/387' MSL.

$\overline{f V}$ TAKE-OFFMINIMUMSAND (OBSTACLE) DEPARTURE PROCEDURES

DUBUQUE IA DUBLIQUE RGNI

TAKE-OFF MINIMUMS: Rwv 13, 200-11/4 or std. w/min.

climb of 226' per NM to 1300, or alternatively, w/ standard takeoff minimums and a normal 200 / NM climb gradient takeoff must occur no later than 1700' prior to departure end of runway NOTE: Rwv 13, multiple trees and poles beginning 2916' from departure end of runway 20' left of centerline up to 74' AGL/1185' MSL. Multiple trees and poles beginning 4857' from departure end of runway, 559' right of centerline up to 68' AGI /1227' MSI Rwv 18, elevator 3457' from departure endof runway, 242' left of centerline 80' AGL /1150' MSL Tree 1987' from departure end of runway, 938' right of centerline, 77' AGL/1088' MSL. Rwv 31, tower and multiple trees

beginning 2427 from departure end of runway 490 left

EAGLE GROVE. IA

EAGLE GROVE MUNI

TAKE-OFF MINIMUMS: Rwv 1, 300-1.

of centerline, up to 85' AGL/1168' MSL.

EMMETSBURG.IA

EMMETSBURG MUNI

TAKE-OFF MINIMUMS: Rwys 4, 35, 300-1

EXCELSIOR SPRINGS, MO

EXCELSIOR SPRINGS MEMORIAL

DEPARTURE PROCEDURE: Rwvs 1.19. eastbound departures (010° CW 190°) climb runway heading to 1850 before turning.

FAIRFIELD. IA

FAIRFIELD MUNI

TAKE-OFF MINIMUMS: Rwys 8, 26, NA-environmental

FARMINGTON. MO

FARMINGTON RGNL

DEPARTURE PROCEDURE: Rwv 20, north and west departures (200° CW 020°) climb to 2100 via runway heading before proceeding on course.

FESTUS. MO

FESTUS MEMORIAL

TAKE-OFF MINIMUMS: Rwv 36, 700-1 or std. with a min, climb of 400' per NM to 700.

DEPARTURE PROCEDURE: Rwvs 18.36, east departures, climb runway heading to 1500 before turning on course.

FOREST CITY, IA

FOREST CITY MUNI

TAKE-OFF MINIMUMS: Rwys 9, 33, 300-1.

FORT DODGE IA FORT DODGE RGNI (FOD)

ORIG 07354 (FAA)

DEPARTURE PROCEDURE: Rwv 24, Climb heading

240° to 1800 before turning south.

NOTE: Rwv 6, trees beginning 1266' from departure end of runway, 442' left of centerline, up to 57' AGL/1207' MSI Rwy 12, tree 532' from departure end of runway 414' left of centerline, up to 49' AGL/1179' MSL, trees beginning 506' from departure end of runway, 5' right of centerline, 49' AGL/1188' MSL, Rwy 24, sign 57' from departure end of runway, 245' right of centerline, 35'

AGL/1085' MSL. Tree 1264' from departure end of runway, 595' right of centerline, 64' AGL/1114' MSL. Sign 54' from departure end of runway, 253' left of centerline, 33' AGL/1083' MSL, Rwy 30, trees and pole beginning 195' from departure end of runway, 31' left of centerline, up to 20' AGL/1165' MSL.

FREDERICKTOWN.MO EREDERICKTOWN RGNI

TAKE-OFF MINIMUMS: Rwvs 1.19. 400-2 or std. with a

min_climb of 275' per NM to 1300

FULTON. MO

ELTON HENSLEY MEMORIAL (FTT)

AMDT 1 09071 (FAA) DEPARTURE PROCEDURE: Rwv 36, Climb heading

001° to 1400 before turning right. NOTE: Rwy 18, tree 1506' from DER, 809' right of

centerline, 100' AGL/989' MSL. Rwy 36, tree 1809' from DER, 272' right of centerline, 46' AGL/923' MSL.

GRINNELL.IA GRINNELL RGNL (GGI)

AMDT 1 08157 (FAA)

NOTE: Rwv 13, road plus vehicles beginning 164' from

departure end of runway, 497' left of centerline, 15' AGL/ 1024' MSL. Trees beginning 958' from departure end of runway, 324' left of centerline, up to 50' AGL/1059' MSL. Rwv 31, tree 681 from departure end of runway, 589 right of centerline, up to 75' AGL/1075' MSL, Tree 716' from departure end of runway, 610' left of centerline, up to 50' AGL/1009' MSL. Road plus vehicle beginning 22' from departure end of runway, 215' right of centerline. 15' AGL/995' MSL. Multiple poles and buildings beginning 492' from departure end of runway, 249' right of centerline, up to 23' AGL/1032' MSL.

HAMPTON, IA

HAMPTON MUNI

TAKE-OFF MINIMUMS: Rwv 17. 400-1. Rwv 35. 300-1.

HANNIBAL. MO

HANNIBAL RGNL (HAE)

ORIG 09127 (FAA)

NOTE: Rwy 17, trees beginning 15' from DER, 205' right of centerline, up to 80' AGL/819' MSL. Rwy 35, trees beginning 377' from DER, 90' left of centerline, up to 60' AGL/809' MSL. Trees beginning 1870' from DER, 103' right of centerline, up to 66' AGL/814' MSL.



f VTAKE-OFFMINIMUMSAND (OBSTACLE) DEPARTURE PROCEDURES

HARLAN IA HARI AN MUNI

TAKE-OFF MINIMUMS: Rwvs 3.15.21.33. 300-1.

HARRISONVILLE. MO LAWRENCE SMITH MEMORIAL (LRY)

ORIG 08045 (FAA) TAKE-OFF MINIMUMS: Rwv 35, 300-13/ or std. w/min

climb of 346' per NM to 1300.

NOTES: Rwv 17, vehicle on road 660' from departure end of runway, 618' left of centerline, 15' AGL/914' MSL. Tree 26' from departure end of runway, 448' left of centerline 10' AGL/889' MSL Multiple trees beginning 178' from departure end of runway, on centerline, up to 88' AGL/937' MSL. Multiple trees beginning 1271' from departure end of runway, 277' left of centerline, up to 53'AGL/932' MSL. Multiple trees beginning 1722' from departure end of runway 500' right of centerline up to 100' AGL/959' MSL. Rwv 35, Multiple trees beginning 69' from departure end of runway, 439' left of centerline. up to 57' AGL/984' MSL. Vehicle on road 620' from departure end of runway, on centerline, up to 15' AGL/ 934' MSI Multiple trees beginning 572' from departure end of runway, 130' right of centerline, up to 69' AGL/ 987' MSL. Multiple trees beginning 2132' from departure end of runway, 103' right of centerline, up to 85' AGL/1034' MSL. Multiple trees beginning 3635' from departure end of runway, 877' right of centerline up to 100' AGL/1059' MSL. Multiple trees beginning 3819' from departure end of runway, 280' left of centerline, up to 100' AGL/1099' MSL. Trees beginning 5443' from departure end of runway, 1738' left of centerline, up to 100' AGL/1079' MSL. Tank 1.5 NM from departure end of runway, 1141' right of centerline, 203' AGL/1153'

HIGGINSVILLE. MO

HIGGINSVILLE INDUSTRIAL MUNI

NOTE: Rwv 16, multiple trees beginning 87' from departure end of runway, 389' right of centerline, up to 100' AGL/879' MSL. Multiple trees beginning 472' from departure end of runway, 313' left of centerline, up to 100' AGL/889' MSL. Multiple trees beginning 626' from departure end of runway, 472' left of centerline, up to 75' AGL/854' MSL. Rwv 34, multiple trees beginning 23' from departure end of runway, 155' right of centerline, up to 100' AGL/949' MSL. Multiple trees beginning 1860' from departure end of runway, 76' right of centerline, up to 100' AGL/919' MSL. Road 644' from departure end of runway, on centerline, 15' AGL/864' MSL,

INDEPENDENCE.IA

INDEPENDENCE MUNI

TAKE-OFF MINIMUMS: Rwv 17. IFR take-off NA. DEPARTURE PROCEDURE: Rwy 35, climb runway heading to 4000 before turning.

IOWA CITY, IA IOWA CITY MUNI (IOW)

AMDT 3A 08185 (FAA)

TAKE-OFF MINIMUMS: Rwv 25, 200-1% or std. w/min.

climb of 269' per NM to 900 Rwy 30, 300-2 or std w/ min_climb of 374' per NM to 1100 DEPARTURE PROCEDURE: Rwv7, climbing right turn

heading 180° and IOW VORTAC R-057 to IOW VORTAC

NOTE: Rwv 7, multiple trees beginning 145' from

departure end of runway 199' left of centerline up to 38' AGL/802' MSL. Road, multiple trees and poles beginning 155' from departure end of runway 4' right of centerline, up to 16' AGL/721' MSL, Rwy 12, multiple trees beginning 227' from departure end of runway 270' right of centerline up to 20' AGL/737' MSL. Light pole 850' from departure end of runway, 142' right of centerline 33' AGL/681' MSL Railroad 1002' from departure end of runway, 6' left of centerline, 25' AGL/ 675'MSI Road 587' from departure end of runway 303' left of centerline 15' AGL/666' MSL Obstruction light on building 861' from departure end of runway, 315' left of centerline, 32' AGL/682' MSL. Trees beginning 255' from departure end of runway, 464' left of centerline, 50' AGL/699' MSL, Rwy 25, tree 1753' from departure end of runway, 368' right of centerline, 77' AGL/775' MSL. Sign 2233' from departure end of runway, 418' right of centerline, 25' AGL/764' MSL. Obstruction light pole 1723' from departure end of runway, 435' right of centerline, 32' AGL/750' MSL. Building 3654' from departure end of runway, 1034' right of centerline, 31' AGL/768' MSL. Fence 1897' from departure end of runway, 423' left of centerline, 15' AGL/ 734' MSL. Multiple trees, signs, and obstruction light poles, beginning 2696' from departure end of runway. 343' left of centerline up to 51' AGL/843' MSL. Power pole 2464' from departure end of runway, 248' right of centerline, 39' AGL/780' MSL. Rwv 30. Multiple trees. obstruction light poles, and towers beginning 1115' from departure end of runway, 12' right of centerline up to 258' AGL/936' MSL. Multiple trees and antenna beginning 1662' from departure end of runway, 195' left of centerline, up to 44' AGL/786' MSL.

IOWA FALLS, IA

IOWA FALLS MUNI (IFA) ORIG 09071 (FAA)

NOTE: Rwy 13, multiple trees and buildings beginning 1092' from DER, 349' left of centerline, up to 100' AGL/ 1239' MSL. Rwy 31, multiple trees and buildings beginning 1023' from DER, 750' left of centerline, up to 100'AGL/1259'MSL.

JEFFERSON.IA

JEFFERSON MUNI

TAKE-OFF MINIMUMS: Rwy 32, 400-2.







f VTAKE-OFFMINIMUMSAND (OBSTACLE) DEPARTURE PROCEDURES

JEFFERSON CITY, MO JEFFERSON CITY MEMORIAL (JEF)

AMDT 7 07354 (FAA)

TAKE-OFF MINIMUMS: Rwv 9, 300-1% Rwv 27, 300-11/2 or std. w/min. climb of 337 per NM to 900. DEPARTURE PROCEDURE: Rwv 9. climb heading 088° to 1200 before proceeding on course, Rwy 12, climb heading 120° to 1100 before proceeding on course. Rwy 27. climb heading 268° to 1100 before proceeding on course. Rwy 30, climb heading 300° to 1000 before proceeding on course. NOTE: Rwv 9. glideslope antenna 1101' from departure end of runway, 598' right of centerline, 31' AGL/577' MSL. Trees beginning 4022' from departure end of AGL/839' MSL. Rwv 12, trees beginning 2134' from

runway, 1487' left to 1110' right of centerline, up to 100' departure end of runway, 980' left of centerline, up to 56' AGL/603' MSL. Rwy 27, hangar and trees beginning 600' from departure end of runway, 199' right of centerline, up to 100' AGL/739' MSL. Antenna on bridge, tower, water treatment plant, and trees beginning 94' from departure end of runway, 113' left of centerliine, up to 100' AGL/759' MSL. Rwy 30, light on DME, sign, tower, poles, and trees beginning 617' from departure end of runway, 216' left of centerline, up to 109' AGL/649' MSL. Vehicles on road, pole and trees beginning 397' from departure end of runway, 265' right of centerline, up to 133' AGL/681' MSL.

JOPLIN. MO

JOPLIN RGNL

TAKE-OFF MINIMUMS: Rwy 18, std. with a min. climb of 328' per NM to 2500, or 1500-3 for climb in visual conditions, Rwv 23, std. with a min, climb of 340' per NM to 2500, or 1500-3 for climb in visual conditions. DEPARTURE PROCEDURE: Rwv 13. climb via heading 134° to 2500 before proceeding on course. Rwy 18, climb via heading 178° to 2500, or for climb in visual conditions: cross departure end of runway at or above 2300 before proceeding on course. Rwy 23, climb via heading 226° to 2500, or for climb in visual conditions: cross departure end of runway at or above 2300 before

NOTE: Rwy 5, multiple trees beginning 1250' from departure end of runway, 277' left to 223' right of centerline, up to 60' AGL/1050' MSL. Rwy 13, multiple trees beginning 475' from departure end of runway, 693' left to 1726' right of centerline, up to 100' AGL/1189' MSL. Rwv 18. obstruction light 1161' from departure end of runway, 265' right of centerline, 32' AGL/1007' MSL. Rwy 23, multiple trees beginning 623' from departure end of runway, 267' left of 187' right of centerline, up to 70' AGL/1032' MSL. Rwy 31, multiple trees beginning 1141' from departure end of runway, 730' left of

KAISER (LAKE OZARK), MO

centerline, up to 60' AGL/994' MSL.

LEE C. FINE MEMORIAL

proceeding on course.

NOTE: Rwy 3, multiple trees beginning 12' from departure end of runway, 420' left of centerline, up to 37' AGL/906' MSL. Tree 338' from departure end of runway, 481' right of centerline, 44' AGL/913' MSL. Rwy 21, multiple trees beginning 266' from departure end of runway, 395' left of centerline, up to 72' AGL/935' MSL. Multiple trees beginning 235' from departure end of

runway, 468' right of centerline, up to 82' AGL/945' MSL.

KANSAS CITY, MO CHARLES B. WHEELER DOWNTOWN

TAKE-OFF MINIMUMS: Rwv 1, 400-2 1/4 or std. with a min. climb of 335' per NM to 2000. Rwv 3, 400-21/2 or std, with a min, climb of 235' per NM to 1900, Rwv 19. 1300-3 or std. with a min. climb of 669' per NM to 2500. Rwy 21, 200-1% or std with a min_climb of 238' per NM

to 1100 DEPARTURE PROCEDURE: Rwy 1, climb via heading 008° to 2000 before proceeding on course Rwv 3, climb

via heading 033° to 1900 before proceeding on course. Rwy 19, climb via heading 188° to 2500 before proceeding on course, Rwy 21, climb via heading 213° to 1100 before proceeding on course.

NOTE: Rwv 1, multiple roads, trees, buildings and towers beginning at departure end of runway, 135' left of centerline, up to 100' AGL/1079' MSL. Obstruction light on elevator 3663' from departure end of runway, 1231' right of centerline, 172' AGL/912' MSL, Tree 1.7 NM from departure end of runway, 1564' left of centerline. 100' AGL/1029' MSL. Rwy 3, multiple roads, railroads, poles, buildings, and obstruction lights beginning 40' from departure end of runway, 240' right of centerline, up to 94' AGL/853' MSL. Obstruction light on elevator 829' from departure end of runway 478' right of centerline. 125' AGL/865' MSL. Crane T 2.1 NM from departure end of runway, 3151' right of centerline, 296' AGL/1110' MSL. Rwv 19, multiple trees, towers, buildings, and obstruction lights beginning 282' from departure end of runway, 279' right of centerline, up to 291' AGL/1251' MSL, tower 2.5 NM from departure end of runway, 3165' left of centerline, 1168' AGL/2049' MSL, Rwv 21. multiple bridge, levee, trees, cranes, towers, and

buildings beginning 205' from departure end of runway,

obstruction light on elevator 5178' from departure end of

runway, 803' left of centerline, 148' AGL/896' MSL, stack

476' right of centerline, up to 118' AGL/858' MSL.

1.3 NM from departure end of runway, 589' left of

centerline, 198' AGL/948' MSL.

KANSAS CITY INTL

NOTE: Rwy 1R, tree 1653' from departure end of runway, 661' left of centerline, 60' AGL/1019' MSL, Rwv 9, tree 4544' from departure end of runway, 638' right of centerline, 100' AGL/1159' MSL, Rwv 27, trees beginning 1066' from departure end of runway, across centerline, up to 86' AGL/1095' MSL.

KENNETT. MO

KENNETT MEMORIAL

NOTE: Rwy 2, tree 1869' from departure end of runway, 637' right of centerline, 78' AGL/338' MSL, Tree 1919' from departure end of runway, 648' right of centerline, 78' AGL/337' MSL. Rwy 20, tree 2018' from departure end of runway, 75' left of centerline, 65' AGL/320' MSL. Tree 1938' from departure end of runway, 297' left of centelrine, 69' AGL/328' MSL. Deadtree 1057' from departure end of runway, 324' right of centerline, 46' AGL/300' MSL. Treeline 1083' from departure end of runway, 408' right of centerline, 44' AGL/298' MSL. Treeline 1085' from departure end of runway, 420' right of centerline, 45' AGL/299' MSL.



TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES



NOTE: Rwv 8. tree 79' from departure end of runway 513' right of centerline, 26' AGL/695' MSL. Fence and trees 102' from departure end of runway 298' left of centerline, 37' AGL/706' MSL, Rwv 14, multiple trees 200' from departure end of runway 156' left of centerline 65' AGL/704' MSL Multiple trees 172' from departure end of runway, 92' right of centerline, 70' AGL/739' MSL. Rwv 26, tree 298' from departure end of runway 496' left of centerline, 56' AGL/695' MSL. Tank and trees 351' from departure end of runway, 508' right of centerline. 111'AGL/790'MSL, Rwv 32, multiple trees 303' from departure end of runway, 243' left of centerline 56' AGL/ 725' MSI Hanger and tree 281' from departure end of runway, 442' right of centerline, 61' AGL/730' MSL.

KIRKSVILLE. MO

KIRKSVII I F RGNI

TAKE-OFF MINIMUMS: Rwvs 9. 27. NA-turf runwavs. NOTE: Rwv 18, multiple trees beginning 986' from departure end of runway 278' left of centerline up to 44' AGL/1023' MSL. Rwy 36, multiple trees and poles beginning 935' from departure end of runway, 179' right of centerline, up to 54' AGL/1033' MSL. Obstruction light on DME antenna 649' from departure end of runway, 269' right of centerline, 7' AGL/986' MSL. Truck on road beginning 1081' from departure end of runway, 785' right of centerline, 17' AGL/996' MSL. Tree 326' from departure end of runway 473' left of centerline, 17' AGL/976' MSL.

LAMAR. MO

LAMAR MUNI (LLU)

ORIG 08101 (FAA)

NOTE: Rwv 3. Road/Vehicle 201' from departure end of runway, 512' left of centerline, 15' AGL/1014' MSL. Road/Vehicle 385' from departure end of runway, 158' left of centerline, 15' AGL/1014' MSL. School 534' from departure end of runway, 386' right of centerline, 16' AGL/1015'MSL, Rwv 21, Road/Vehicle 274'from departure end of runway, 387' left of centerline, 15' AGL/ 1024' MSL.

LE MARS, IA

LE MARS MUNI

DEPARTURE PROCEDURE: Rwv 18. turn right. heading 270°, climb to 3500 before turning on course. Rwy 36, climb to 3500 before turning on course. NOTE: Rwy 18, vehicle on road, 293' from departure end of runway, 292' left of centerline, 17' AGL/1216' MSL.

LEE'S SUMMIT. MO LEE'S SUMMIT MUNI

NOTE: Rwy 18, multiple trees beginning 13' from departure end of runway, 116' left of centerline, up to 63' AGI /1062 MSI Rwv 11, building 140 from departure end of runway, 388' left of centerline, 24' AGL/1023' MSI Multiple buildings 169' from departure end of runway 334' right of centerline 26' AGL/1019' MSL Multiple trees beginning 233' from departure end of runway 182' left of centerline up to 40' AGL / 1039' MSL Rwv 29, multiple antennas and poles 402' from departure end of runway, 408' right of centerline, up to 35' AGL/ 1024 MSI Tank 344 from departure end of runway 419' right of centerline, 13' AGL/1002' MSL, Multiple trees beginning 648' from departure end of runway 73' left of centerline, up to 67' AGL/1036' MSL. Rwy 36, pole 77' from departure end of runway, 316' right of centerline 11'AGI /1010'MSI Post 39' from departure end of runway, 461' right of centerline, 8' AGL/1007' MSI Multiple trees beginning 206' from departure end of runway, 241' right of centerline, up to 39' AGL/1028' MSL. Multiple trees beginning 241' from departure end of runway, 93' left of centerline, up to 36' AGL/1015'

LEXINGTON. MO

LEXINGTON MUNI

TAKE-OFF MINIMUMS: Rwvs 13, 18, 31, 36, std. except NA at night, Rwv 4, 300-1 or std, with a min, climb of 220' per NM to 800

MALDEN. MO

MAI DEN RGNI (MAW)

ORIG 09295 (FAA)

DEPARTURE PROCEDURE: Rwv 32, climb heading 317° to 900 before turning left.

NOTE: Rwy 14, trees 1619' from DER, 856' right of centerline, 100' AGL/394' MSL, Rwv 18, trees 2744' from DER, 996' left of centerline, 100' AGL/394' MSL. Trees 2766' from DER, 1042' right of centerline, 100' AGL/394' MSL. Rwy 36, trees 2841' from DER, 1157' left of centerline, 100' AGL/399' MSL.

MAPLETON, IA

JAMES G. WHITING MEMORIAL FIELD TAKE-OFF MINIMUMS: Rwy 2, 400-1. DEPARTURE PROCEDURE: Rwvs 2. 20. climb runwav heading to 1600 before turning.

MAQUOKETA, IA

MAQUOKETA MUNI

DEPARTURE PROCEDURE: Rwy 33, climb runway heading to 1300 before turning.



MARSHALL. MO

MARSHALL MEMORIAL MUNI

TAKE-OFF MINIMUMS: Rwv 18. std. with a min. climb of

284' per NM to 2100, or 1300-3 for climb in visual conditions. Rwy 27, std. with a min. climb of 300' per NM

to 2100, or 1300-21/2 for climb in visual conditions. Rwv 36, std. with a min. climb of 263' per NM to 1500, or 1300-3 for climb in visual conditions

DEPARTURE PROCEDURE: Rwvs 18, 27, 36, for climb in visual conditions: Cross Marshall Memorial Muni

airport at or above 1900 MSL before proceeding on NOTE: Rwv 36, tower 319' from departure end of runway. 483' right of centerline, 53' AGL/817' MSL. Tower 1.9

NM from departure end of runway, 1,1 NM left of centerline, 382' AGL/1162' MSL.

MARYVILLE. MO NORTHWEST MISSOURI RGNL (EVU)

AMDT 3 09183 (FAA) TAKE-OFF MINIMUMS: Rwv 36, std. w/min, climb of

260' per NM to 2000 or 1100-21/2 for climb in visual conditions DEPARTURE PROCEDURE: Rwv 32, climb via heading

323° to 1800 before turning right. Rwv 36, for climb in visual conditions cross Northwest Missouri Ranl airport at or above 2100 MSL before proceeding on course. NOTE: Rwv 32, tree 436' from DER, 321' left of centerline, 58' AGL/1156' MSL.

MEXICO. MO

MEXICO MEMORIAL

TAKE-OFF MINIMUMS: Rwy 24, std. with a min. climb of 230' per NM to 2200, or 900-21/2 for climb in visual conditions, Rwv 36, NA, obstacles

DEPARTURE PROCEDURE: Rwv 24, for climb in visual conditions: cross Mexico Memorial Airport at or above

NOTE: Rwv 6, multiple trees and antennas beginning 60' from departure end of runway, left and right of centerline. up to 100' AGL/902' MSL.

MILFORD, IA

FULLER TAKE-OFF MINIMUMS: Rwys 9, 18, 36, 300-1.

27,600-2 DEPARTURE PROCEDURE: Rwys 9, 18, 36, climb runway heading to 2000 before turning.

MONETT. MO

MONETT MUNI NOTE: Rwv 18, multiple trees and fence beginning 2'

39' AGL/1340' MSL. Multiple trees 1107' from departure end of runway, 293' right of centerline, up to 27' AGL/ 1342' MSL. Rwy 36, multiple trees, antennas, buildings, light poles and hangar beginning 24' from departure end of runway, 399' right of centerline, up to 60' AGL/1379'

from departure end of runway, 437' left of centerline, up to

MSL. Trees 1006' from departure end of runway, 521' left

MONTICELLO, IA

MONTICELLO RGNL

of centerline, 54' AGL/1353' MSL.

NOTE: Rwy 15, 969' MSL tree 2849' from departure end of runway, 60' right of centerline.

MONTICELLO, MO LEWIS COUNTY RGNI

NOTE: Rwv 36. tree 2609' from departure end of

runway, 980' right of centerline, 45' AGL/741' MSL.

MOSBY, MO MIDWEST NATIONAL AIR CENTER (GPH)

AMDT 1 07354 (FAA)

NOTE: Rwv 18, multiple trees beginning 1562' from departure end of runway, 16' right of centerline, up to 100' AGL/861' MSL. Multiple trees beginning 1278' from departure end of runway, 46' left of centerline. up to 100' AGL/859' MSL. Rwv 36, multiple trees beginning 2224' from departure end of runway 57' right of centerline, up to 100' AGL/889' MSL. Multiple trees beginning 2302' from departure end of runwav. 231' left of centerline, up to 100' AGL/916'

MOUNT PLEASANT, IA MOUNT PLEASANT MUNI

TAKE-OFF MINIMUMS: Rwys 3, 21, 300-1. Rwy

33, 500-2 or std. with a min_climb of 280' per NM to

MOUNTAIN GROVE, MO MOUNTAIN GROVE MEMORIAL

TAKE-OFF MINIMUMS: Rwv 26, 300-1.

MOUNTAIN VIEW, MO

MOUNTAIN VIEW

TAKE-OFF MINIMUMS: Rwv 28, 600-2 or std. with a min. climb of 220' per NM to 1900. DEPARTURE PROCEDURE: All runways climb to 1900 via runway heading before proceeding on course.

MUSCATINE, IA MUSCATINE MUNI

DEPARTURE PROCEDURE: Rwvs 6.24.30, climb

runway heading to 2300 before proceeding on course, Rwy 12, climbing left turn to 2300 via DDD R-070 before proceeding on course.

NEOSHO, MO

Rwv

NEOSHO HUGH ROBINSON NOTE: Rwy 1, multiple trees and power poles

beginning 198' from departure end of runway, 168' left of centerline, up to 100' AGL/1319' MSL. Multiple trees and power poles beginning 82' from departure end of runway, 22' right of centerline, up to 100' AGL/1339' MSL. Rwy 19, truck on road 346' from departure end of runway, 592' left of centerline. 17' AGL/1266' MSL. Multiple trees, tower and truck on road beginning 142' from departure end of runway, 432' right of centerline, up to 160' AGL/1396'

NEW MADRID. MO

COUNTY MEMORIAL

DEPARTURE PROCEDURE: Rwys 18, 36, east departures (010° CW 170°) climb to 1200 on runway heading before proceeding on course.



$\overline{f V}$ TAKE-OFFMINIMUMSAND (OBSTACLE) DEPARTURE PROCEDURES

NEWTON, IA

NEWTON MUNI NOTE: Rwv 14, truck on road 3112' from departure end of

runway, 1243' right of centerline, 15' AGL/964' MSI tree 7519' from departure end of runway multiple trees beginning 2996' from departure end of runway, 1200' left of centerline, up to 100' AGL/1059' MSL, Rwv 32, trees 10' from departure end of runway 437' left of centerline 30' AGL/989' MSL, sign 126' from departure end of runway 490' right of centerline 8' AGI /967' MSI truck on road 302' from departure end of runway, 513' right of centerline, 17' AGL/976' MSL, multiple trees beginning

OELWEIN. IA

OFI WEIN MUNI

TAKE-OFF MINIMUMS: Rwv 13, 500-1 or std. with a min. climb of 212' per NM to 1700.

531' from departure end of runway, 439' right of

ORANGE CITY. IA

ORANGE CITY MUNI

TAKE-OFF MINIMUMS: Rwv 34, 300-1.

centerline, up to 32' AGL/991' MSL.

OSAGE BEACH, MO

GRAND GLAIZE-OSAGE BEACH DEPARTURE PROCEDURE: Rwvs 14.32, maintain runway heading to 1200 before turning on course.

OSKALOOSA, IA

OSKALOOSA MUNI (OOA)

ORIG 09295 (FAA)

NOTE: Rwv 13, tree 262' from DER, 477' left of centerline, 100' AGL/939' MSL, Rwv 31, windsock 3' from DER, 357' right of centerline, 13' AGL/852' MSL NAV 39' from DER, 168' right of centerline, 5' AGL/839' MSL, Tree 988' from DER, 525' right of centerline, 100' AGL/949' MSL, Tree 2056' from DER, 609' right of centerline, 59' AGL/893' MSL.

OTTUMWA, IA

OTTUMWARGNL(OTM)

ORIG 09071 (FAA)

NOTE: Rwy 4, bush 98' from DER, 211' right of centerline, 5' AGL/850' MSL, Tree 629' from DER, 380' right of centerline, 34' AGL/863' MSL. Tree 847' from DER, 248' right of centerline, 34' AGL/863' MSL Rwv 13. pole 2026' from DER, 961' left of centerline, 59' AGL/898' MSL. Rwy 22, tree 1010' from DER, 403' right of centerline, 54' AGL/883' MSL. Tree 1072' from DER, 70' right of centerline, 45' AGL/874' MSL. Rwy 31, tree 794' from DER, 661' left of centerline, 56' AGL/885' MSL.

PELLA. IA PELLA MUNI (PEA)

AMDT 1 08325 (FAA)

NOTE: Rwv 16, trees, buildings and ground beginning 9'

from departure end of runway, 144' left of centerline. up to 100' AGL/979' MSL. Trees beginning 54' from departure end of runway 193' right of centerline, up to 100' AGL/ 959' MSL. Rwv 34, trees and poles beginning 838' from departure end of runway 135' left of centerline up to 100' AGL/979' MSL. Trees and poles beginning 226' from departure end of runway, 296' right of centerline, up to 100' AGL /989' MSL. Vehicle on road at departure end of runway, 499' right of centerline, 15' AGL/895' MSL

PERRY.IA

PERRY MUNI (PRO) ORIG 08269 (FAA)

TAKE-OFF MINIMUMS: Rwvs 4.22. NA-Environmental. NOTE: Rwv 14. tree 40' from departure end of runway, 180' left of centerline. 13' AGL/1017' MSL. Rwv 32. trees beginning 1882' from departure end of runway, 917' left of centerline, up to 100' AGL/1099' MSL. Vehicles beginning 565' from departure end of runway, right to left of centerline, up to 17' AGL/1036' MSL.

POCAHONTAS, IA

POCAHONTAS MUNI (POH) AMDT 2A 09127 (FAA)

TAKE-OFF MINIMUMS: Rwvs 18.36. NA-Turf. Rwv 29. 300-1

POINT LOOKOUT. MO

M. GRAHAM CLARK-TANEY COUNTY

DEPARTURE PROCEDURE: Rwv 11, north departures (290° CW 090°) climb to 1700 on runway heading before proceeding on course.

POPLAR BLUFF, MO POPLAR BLUFF MUNI

NOTE: Rwv 18, multiple trees beginning 511' from departure end of runway, 515' right of centerline, up to 95' AGL/420' MSL. Multiple trees beginning 878' from departure end of runway, 109' left of centerline, upt o 103' AGL/428' MSL. Rwy 36, multiple trees beginning 1163' from departure end of runway, 340' right of centerline, up to 66' AGL/391' MSL. Multiple trees beginning 1191' from departure end of runway, 92' left of centerline, up to 79' AGL/404' MSL.

POTOSI, MO

WASHINGTON COUNTY

TAKE-OFF MINIMUMS: Rwv 20, 500-21/2 or std. w/min. climb of 307' per NM to 1500.

DEPARTURE PROCEDURE: Rwy 2, climb heading 017° to 1600 before turning left.

NOTE: Rwy 20, trees 1.67 NM from departure end of runway, 95' left of centerline, 100' AGL/1348' MSL.

REDOAK, IA

RED OAK MUNI

TAKE-OFF MINIMUMS: Rwy 13, 400-1. Rwys 31,35,

DEPARTURE PROCEDURE: Rwys 5,13,17,31,35 climb

09295

runway heading to 1600 before turning eastbound.





ROCK RAPIDS, IA

ROCK RAPIDS MUNI TAKE-OFF MINIMUMS: Rwv 16, 300-1

ROLLA. MO ROLLA DOWNTOWN

TAKE-OFF MINIMUMS: Rwv 9, 400-2 or std. with a min.

climb of 311' per NM to 1500. DEPARTURE PROCEDURE: Rwv 9. climb via heading 090° to 1500 before proceeding on course

NOTE: Rwv 9, tower 9162' from departure end of runway. 975 left of centerline 155 AGL/1333 MSL

ST. CHARLES, MO

ST CHARLES COUNTY SMARTT TAKE-OFF MINIMUMS: Rwv 36, std. with a min, climb of 262' per NM to 1300, OR 900-21/2 for climb in visual conditions DEPARTURE PROCEDURE: Rwv 36, for climb in visual

conditions: cross St. Charles County Smartt airport at or above 1300 before proceeding on course.

NOTE: Rwv 36, tree 2.3 NM from departure end of runwav. 3932' right of centerline, 100' AGL/891' MSL.

ST. JOSEPH. MO ROSECRANS MEMORIAL

TAKE-OFF MINIMUMS: Rwv 31, 400-21/4 or std. with a

min, climb of 325' per NM to 1300. DEPARTURE PROCEDURE: Rwv 13, climb via heading 132° to 2200 before turning left. NOTE: Rwv 13. tree 3394' from departure end of runway. 655' left of centerline, 100' AGL/919' MSL, Rwy 17, trees beginning 2691' from departure end of runway, across courseline unto 109' AGI /928' MSI Rwv 31, trees beginning 1.18 NM from departure end of runway, 986 left of centerline, up to 100' AGL/1139' MSL.

ST. LOUIS. MO

CREVE COEUR (1H0) AMDT 2 07354 (FAA)

TAKE-OFF MINIMUMS: Rwy16, 300-21/4 or std. w/min. climb of 206' per NM to 800, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1300' prior to departure end of runway, Rwy 34, 300-21/4 or std.

w/min. climb of 337' per NM to 900. DEPARTURE PROCEDURE: Rwy 34, climb heading

338° to 1100 before proceeding on course. NOTE: Rwy 16, vehicle on road, pole and trees beginning 200' from departure end of runway, 219' right of centerline, up to 100' AGL/546' MSL. Trees beginning

100' from departure end of runway, 356' left of centerline, up to 100' AGL/719' MSL. Rwy 34, multiple trees

beginning 1847' from departure end of runway, 418' right of centerline up to 100' AGL/749' MSL. Levee and trees beginning 744' from departure end of runway, 275' left of

centerline, up to 90' AGL/612' MSL.

Rwy 30R, 200-1% or std with a min_climb of 322' per

100-1 or std. with a min. climb of 276' per NM to 800.

TAKE-OFF MINIMUMS: Rwv 11, 200-11/4 or std. with a

light on LDA 1038' from departure end of runway, 706' right of centerline, 25' AGL/573' MSL, antenna on building 2478' from departure end of runway 1009' right of centerline, 30' AGL/598' MSL, Rwv 11, control tower 5025 from departure end of runway 1523 left of

centerline, 219' AGL/774' MSL. Multiple buildings.

towers and trees beginning 2029' from departure end of

runway 37' left of centerline up to 219' AGL /774' MSL

Multiple signs, trees, towers, and buildings beginning

centerline, up to 114' AGL/702' MSL. Rwv 12L, multiple

departure end of runway 72' right of centerline up to 119'

trees and transmission towers beginning 1489' from

AGL/687' MSL. Obstruction light on DME 607' from departure end of runway 260' left of centerline 21' AGL/

619' MSL. Multiple trees and transmission towers beginning 990' from departure end of runway, 158' left of

centerline up to 91' AGI /646' MSI Rwy 12R, multiple

780' right of centerline, up to 88' AGL/672' MSL. Traffic

signal 1578' from departure end of runway, 703' right of

Multiple poles, trees and buildings beginning 1639' from

departure end of runway, 92' right of centerline, up to 95'

Rwy 30L, road 1087' from departure end of runway, 601'

departure end of runway, 640' left of centerline, 14' AGL/

AGL/697' MSL. Antenna on building 675' from departure

MSL. Road 577' from departure end of runway, 503' right

AGL/580' MSL. Traffic signal 1123' from departure end

Terrain 1584' from departure end of runway, 672' right of

from departure end of runway, 343' right of centerline, up

centerline, 0' AGL/592' MSL. Multiple trees and poles beginning 2626' from departure end of runway, 43' right of centerline, up to 84' AGL/684' MSL. Obstruction light on localizer 614' from departure end of runway, on

end of runway, 185' right of centerline, 14' AGL/563'

of centerline, 30' AGL/571' MSL, Road 1020' from

departure end of runway, 583' right of centerline, 31'

of runway, 217' right of centerline, 25' AGL/574' MSL.

AGL/712' MSL. Tower 6429' from departure end of

runway, 877' right of centerline, 103' AGL/703' MSL.

left of centerline, 20' AGL/569' MSL, Pole 1803' from

585' MSL. Multiple trees beginning 3601' from departure end of runway, 193' left of centerline, up to 93'

signs beginning 2933' from departure end of runway.

centerline, 25' AGL/636' MSL, Bush 1857' from

departure end of runway 500' right of centerline 25'

1794' from departure end of runway 40' right of

NOTE: Rwv 6, railroad 578' from departure end of runway. 621' left of centerline 23' AGL /557' MSL obstruction

min, climb of 407' per NM to 900. Rwv 24, 100-114 or std with a min_climb of 280' per NM to 800_Rwv 301_

LAMBERT-ST LOUIS INTL

ST. LOUIS. MO (CON'T)

AGL/636' MSL. Transmission tower 5819' from departure end of runway, 665' right of centerline, 116' AGL/696' MSL. Multiple trees and transmission towers. beginning 1966' from departure end of runway, 165' left of centerline up to 119' AGI /687' MSI Rwv 24, multiple

trees and poles beginning 1067' from departure end of runway, 176' left of centerline, up to 90' AGL/683' MSL. Obstruction light on sign 1898' from departure end of runway, 502' left of centerline, 35' AGL/593' MSL,

centerline, 8' AGL/558' MSL. Rwy 30R, obstruction light on glideslope 2098' from departure end of runway, 900' left of centerline, 48'AGL/587' MSL. Multiple trees, buildings, street lights, and antennae beginning 1548'

09295 to 147' AGL/741' MSL. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES



ST. LOUIS. MO (CON'T) SPIRIT OF ST. LOUIS (SUS)

ORIG-A 08185 (FAA)

TAKE-OFF MINIMUMS: Rwv 8R, 700-1 or std. w/min.

climb of 364' per NM to 800, Rwy 26L, 400-134 or std. with a min_climb of 258' per NM to 900.

NOTE: Rwv 8L, obstruction light 1214' from departure end of runway, 96' right of centerline, 27' AGL/496' MSL.

Rwy 8R, antenna on building 142' from departure end of runway, 241' left of centerline, 10' AGL/470' MSL. antenna 262' from departure end of runway, 557' left of centerline. 26' AGL/487' MSL, trees beginning 5372'

from departure end of runway, 1792' right of centerline, up to 94' AGL/653' MSL. Rwv 26L, trees beginning 1356' from departure end of runway, across centerline. up to 117' AGI /786' MSI

SEDALIA, MO

SEDALIA MEMORIAL (DMO)

ORIG 08269 (FAA)

NOTE: Rwv 18, trees beginning 280' from departure end of runway, 356' left of centerline, up to 47' AGL/956' MSL. Trees beginning 158' from departure end of runway, 340' right of centerline, up to 49' AGL/958' MSL. Rwy 23, aircraft on ramp 34' from departure end of runway, 265' left of centerline, 15' AGL/934' MSL. Vehicle on road 417' from departure end of runway, 498' left of centerline, 15' AGL/924' MSL. Train 604' from departure end of runway, left to right of centerline, 23'

AGL/932' MSL. Trees beginning 681' from departure end of runway, 286' right of centerline, up to 100' AGL/ 1009' MSL. Tower 4773' from departure end of runway. 577' right of centerline, 166' AGL/1030' MSL. Rwy 36, trees beginning 1948' from departure end of runway. 125' left of centerline, up to 100' AGL/949' MSL, Trees beginning 914' from departure end of runway, 698' right of centerline, up to 100' AGL/969' MSL

SHENANDOAH.IA

SHENANDOAH MUNI TAKE-OFF MINIMUMS: Rwy 4,500-3 or std. w/min.

climb of 260' per NM to 1700. Rwy 12, 500-2 34 or std. w/min. climb of 280' per NM to 1600. NOTE: Rwv 4, towers 2.5 NM from departure end of runway, 3155' right of centerline, 491' AGL/1463' MSL. Rwy 12. tower 2.2 NM from departure end of runway. 2351' left of centerline, 317' AGL/1437' MSL, Rwv 22. tree 2023' from departure end of runway, 508' left of centerline, 61' AGL/1030' MSL, Catenary 965' from departure end of runway, 427' left of centerline, 35' AGL/ 999' MSL, Bush 101' from departure end of runway, 171' right of centerline, 8' AGL/972' MSL, Pole 1132' from departure end of runway, 253' left of centerline, 32' AGL/ 996' MSL. Fence 200' from departure end of runway. 392' left of centerline, 3' AGL/967' MSL. Rwy 30, trees 950' from departure end of runway, 200' right of centerline, 75' AGL/1024' MSL

SIKESTON. MO

SIKESTON MEMORIAL MUNI

NOTE: Rwv 20, multiple light poles and trees beginning 166' from departure end of runway, 398' right of centerline, up to 49' AGL/368' MSL. Rod on light pole 1167' from departure end of runway, 798' left of centerline, 34' AGL/348' MSL

SIOUX CENTER, IA SIQUX CENTER MUNI

TAKE-OFF MINIMUMS: Rwv 18, 300-1.

SIOUX CITY, IA

(SUX)

SIOUX GATEWAY/COLONEL BUD DAY FIELD

AMDT 3 09127 (FAA) TAKE-OFF MINIMI IMS: Rwv 35 std w/min climb of

250' per NM to 4200, or 1400-3 for climb in visual.

conditions DEPARTURE PROCEDURE: Rwv.31, climb via heading 310° to 2000 before turning east, Rwv 35, for climb in

visual conditions: cross Sioux Gateway/Col Bud Day Field at or above 2300 MSL before proceeding on NOTE: Rwv 13, trees beginning 2042' from DER 899'

right of centerline up to 100' AGL /1189' MSL Rwv 31. trees beginning 2885' from DER, 122' left of centerline. up to 82' AGL/1171' MSL. Trees beginning 3100' from DER, 431' right of centerline, up to 100' AGL/1174' MSL, Rwv 35, trees beginning 795' from DER, 161' left of centerline, up to 100' AGL/1194' MSL, Trees beginning 473' from DER, 229' right of centerline, up to 100' AGI /1194' MSI

SPRINGFIELD. MO SPRINGFIELD-BRANSON NATIONAL

TAKE-OFF MINIMUMS: Rwv 32, 300-1 or std. with a min, climb of 250' per NM to 1400.

SULLIVAN. MO SULLIVAN RGNI

TAKE-OFF MINIMUMS: Rwv 24, 300-1 or std. with a min. climb of 320' per NM to 1200.

TARKIO. MO

GOULD PETERSON MUNI (K57)

ORIG 08269 (FAA) NOTE: Rwv 18. multiple trees beginning 1797' from

departure end of runway, 22' left of centerline, 59' AGL/ 968' MSL. Multiple trees, power poles, vehicle on road and well beginning 94' from departure end of runway. 163' right of centerline, 75' AGL/984' MSL. Rwy 36, multiple trees, power poles beginning 404' from departure end of runway, 126' left of centerline, 31' AGL/ 990' MSL. Multiple trees, power poles and hangers beginning 44' from departure end of runway, 68' right of centerline, 48' AGL/997' MSL.

TIPTON, IA

MATHEWSMEMORIAL

TAKE-OFF MINIMUMS: Rwys 11, 29, 300-1. DEPARTURE PROCEDURE: Rwy 11, climb runway heading to 3000 before turning, Rwv 29, climbing right turn heading 360° to 3000 before turning.

TRENTON, MO

TRENTON MUNI

TAKE-OFF MINIMUMS: Rwys 18, 36, 500-2 or std. with a min. climb of 350' per NM to 1400.

DEPARTURE PROCEDURE: Rwvs 18.36, climb runway heading to 1400 before proceeding on course.

TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES 00205

VINTON, IA

VINTON VETERANS MEMORIAL AIRPARK DEPARTURE PROCEDURE: All Rwvs. north and east

departures (270° CW 160°) climb on runway heading to 3400 before turning

WARRENSBURG MO

SKYHAVEN

NOTE: Rwv 13, sign 177 from departure end of runway 273' right of centerline 30' AGL/815' MSL Rwv 18. multiple trees beginning 5' from departure end of runway 160' right of centerline up to 39' AGL/826' MSL Building, sign, multiple trees and poles beginning 466' from departure end of runway, 188' left of centerline, up to 48' AGL/837' MSL Rwv 36, multiple trees beginning 192' from departure end of runway, 327' right of centerline up to 20' AGL/817' MSL

WASHINGTON IA

WASHINGTON MUNI

TAKE-OFF MINIMUMS: Rwv 31, 300-1

WASHINGTON, MO

WASHINGTON RGNL (FYG)

AMDT 1 09295 (FAA)

TAKE-OFF MINIMUMS: Rwy 33, 400-21/4 or std. w/ min. climb of 275' per NM to 1000.

DEPARTURE PROCEDURE: Rwv 15. climb heading 153° to 1100 before turning left.

NOTE: Rwv 15. numerous trees beginning 3076' from DER, 618' left of centerline up to 108' AGL/589' MSL. Rwv 33. numerous trees beginning 1035' from DER. 171' left of centerline, up to 68' AGL/552' MSL. Numerous trees beginning 2907' from DER. 66' right of centerline up to 65' AGL/824' MSL.

WATERLOO, IA

WATERI OO RGNI

NOTE: Rwv 6, multiple trees beginning 2087' from departure end of runway, 265' right of centerline, up to 71' AGL/944' MSL, tree 2226' from departure end of runway, 125' left of centerline, 69' AGL/932' MSL, Rwy 24, tree 2262' from departure end of runway, 473' right of centerline, 55' AGL/925' MSL, Rwv 30, multiple trees beginning 2160' from departure end of runway, 938' right of centerline, up to 95' AGL/995' MSL. Rwv 36. multiple trees beginning 1213' from departure end of runway, 157' right of centerline, up to 54' AGL/ 1004' MSL.

WAVERLY, IA

WAVERLY MUNI

TAKE-OFF MINIMUMS: Rwys 11, 29, 300-1.

WEST PLAINS, MO WEST PLAINS MUNI

TAKE-OFF MINIMUMS: Rwv 36, 300-1% or std. w/a

min, climb of 215' per NM to 1500. NOTE: Rwv 18, multiple trees beginning 98' from

departure end of runway, 65' right of centerline, up to 50' AGI /1267 MSI Multiple trees beginning 978 from departure end of runway 388' left of centerline up to 100' AGL/1277' MSL. Rwv 36, trees 3567' from departure end of runway 14' left of centerline 100' AGI / 1319'MSI Trees 5791' from departure end of runway 1206' left of centerline, 100' AGL/1379' MSL.

WEST UNION, IA

GEORGE I SCOTT MUNI

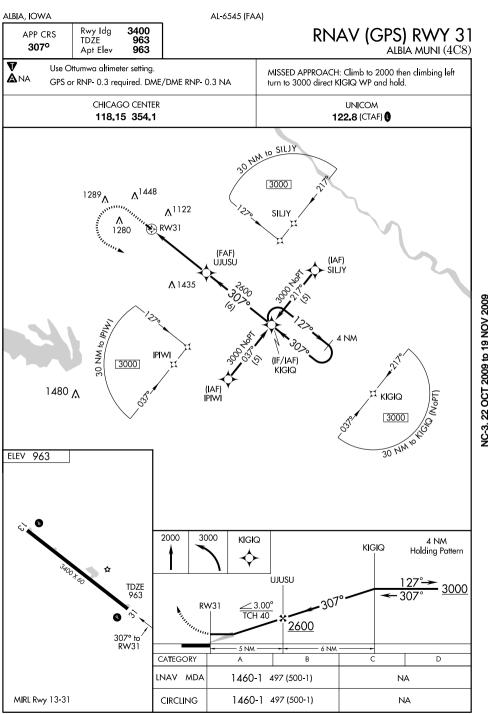
DEPARTURE PROCEDURE: Rwv 17, climb runway heading to 1700 before turning

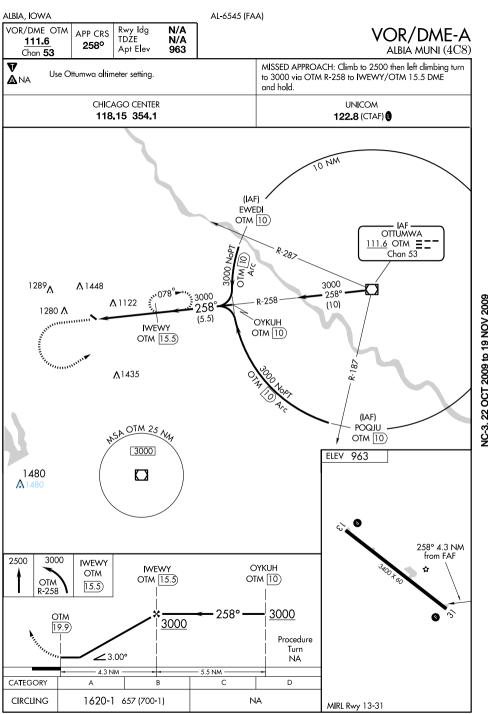
WHITEMAN AFB (KSZL)

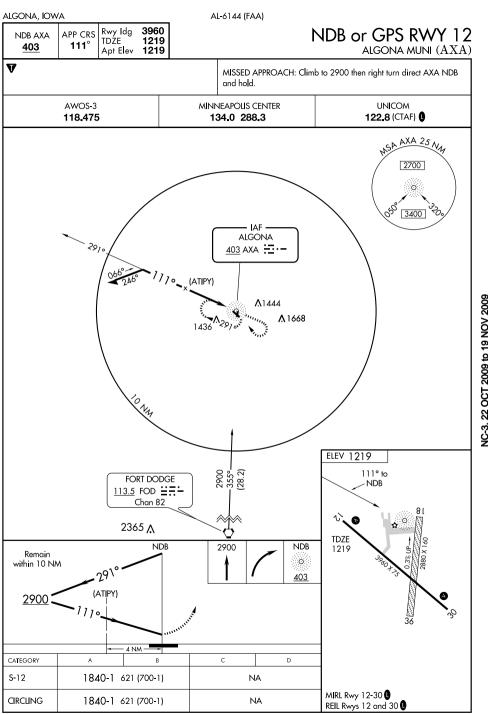
KNOB NOSTER, MO. ORIG. 09155 TAKE-OFF OBSTACLES: Rwv 1. Aircraft 14' AGL/885' MSI 22' from DER 430' left of centerline Aircraft 14' AGL/885' MSL, 31' from DER, 535' left of centerline. Rwv 19. Aircraft 16' AGL/851' MSL, 22' from DER, 468' left of centerline, Aircraft 16' AGL/851' MSL, 57' from DER 468' left of centerline Aircraft 14' AGI /849' MSI 13' from DER 538' left of centerline

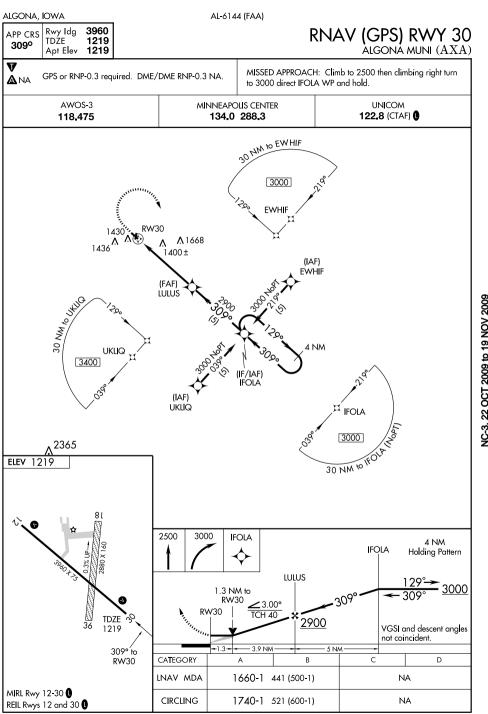
WINTERSET, IA

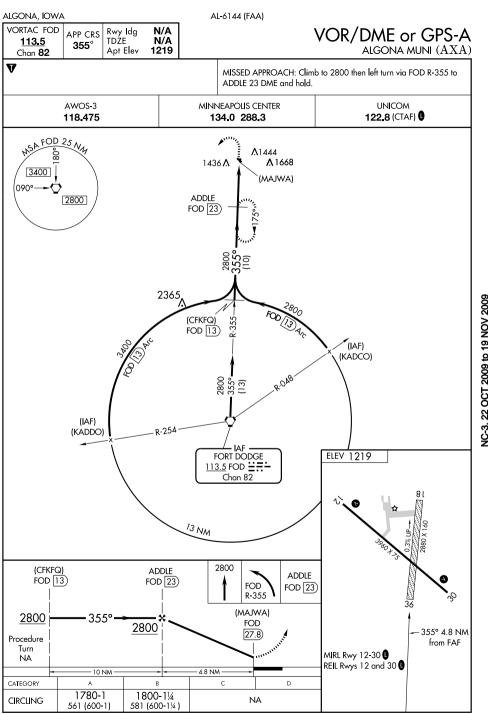
WINTERSET-MADISON COUNTY TAKE-OFF MINIMUMS: Rwv 14. 300-1.

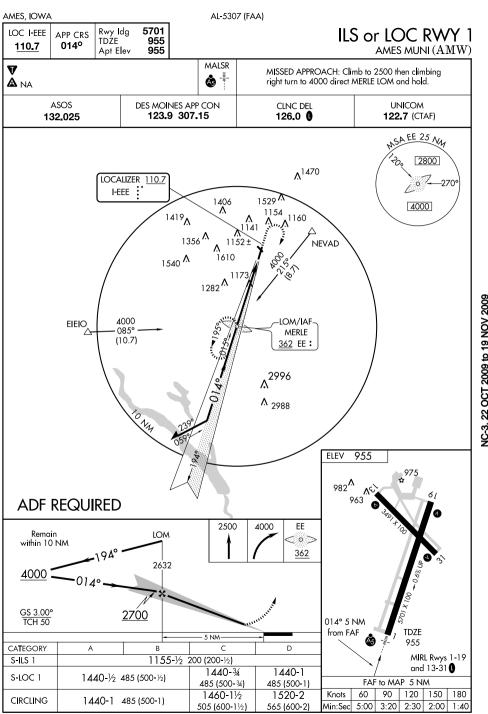


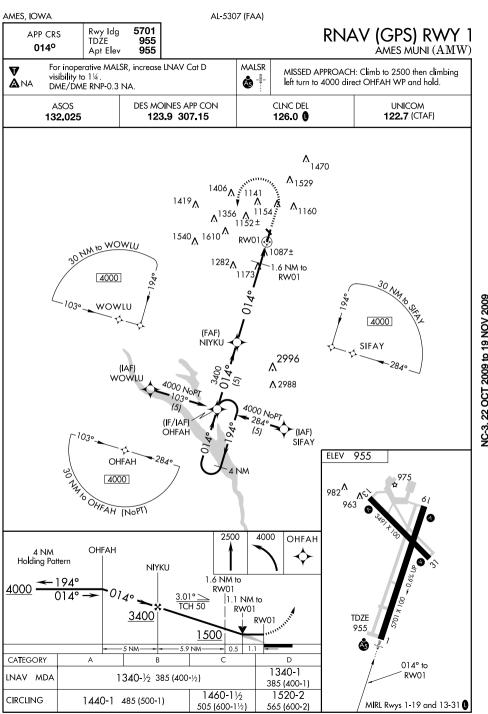


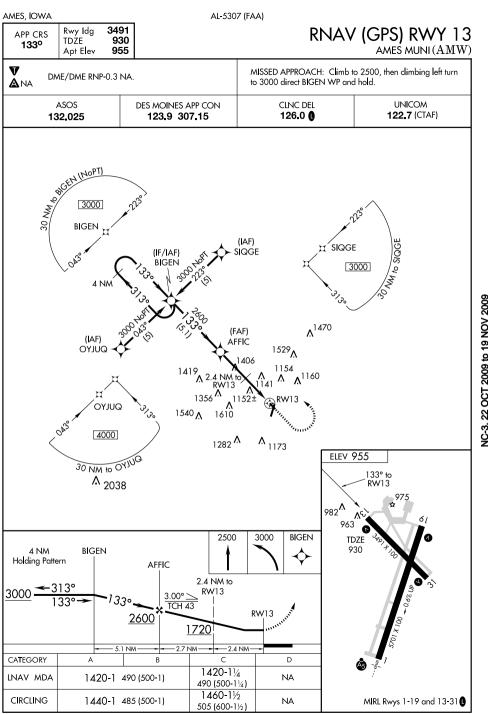


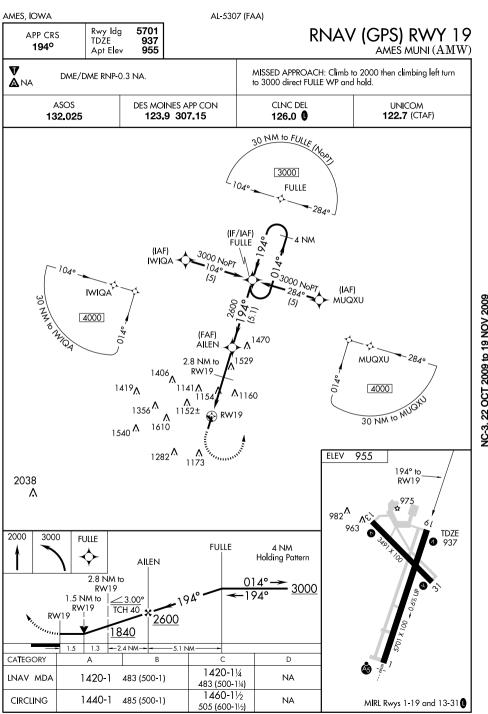


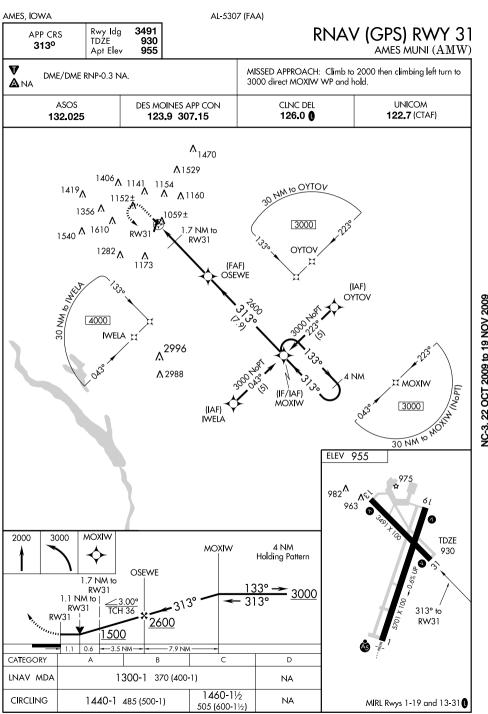


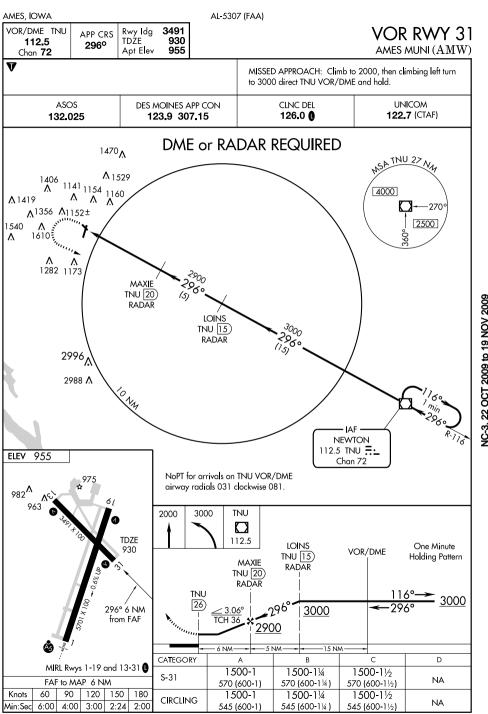












1560-134

650 (700-1%)

NA

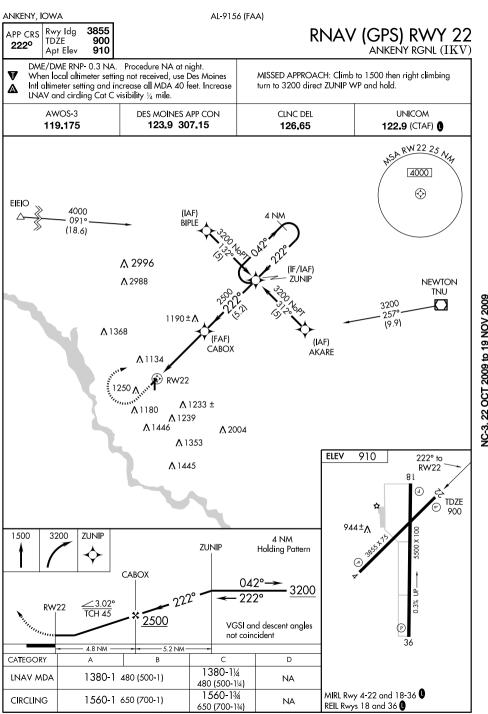
CIRCLING

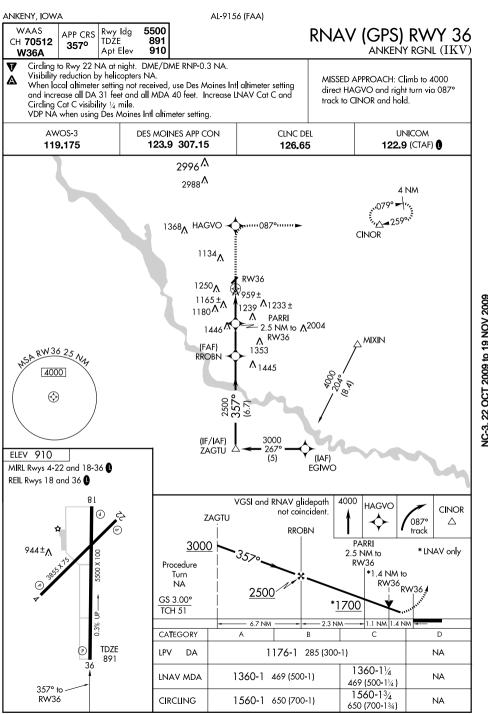
1560-11/2 650 (700-11/2)

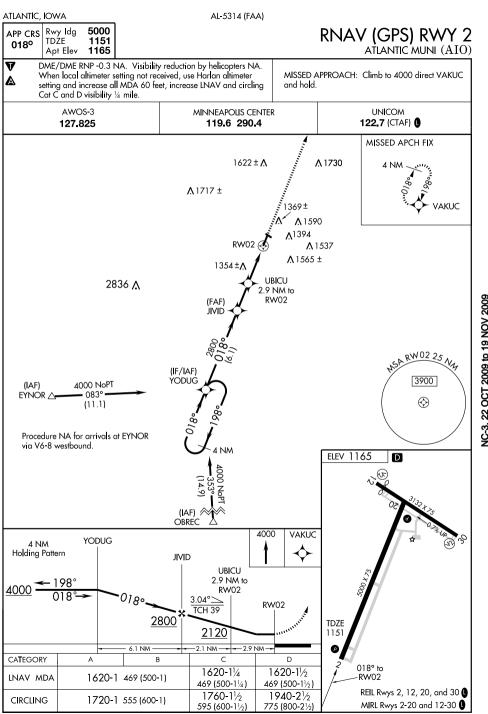
AC-3 22 OCT 2009 to 19 NOV 2009

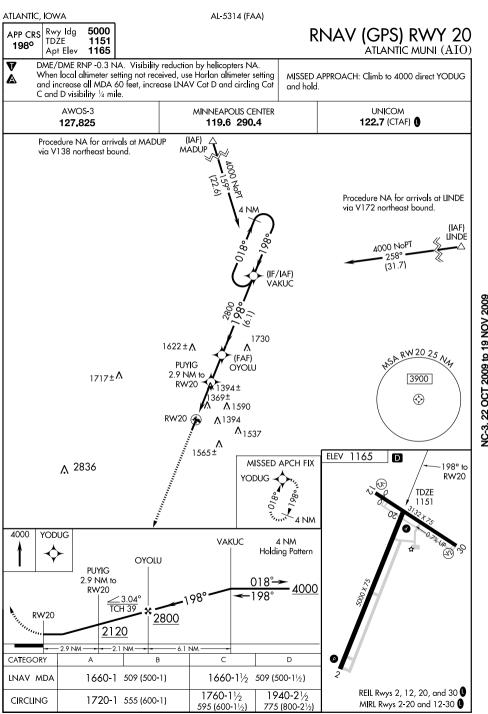
MIRL Rwy 4-22 and 18-36

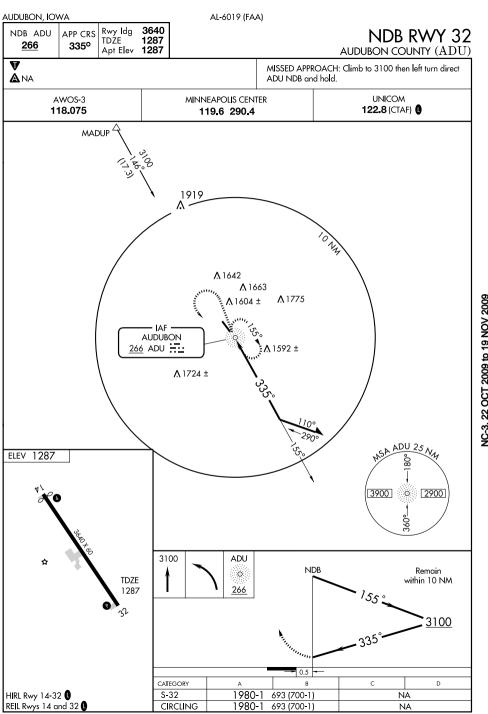
REIL Rwys 18 and 36 1

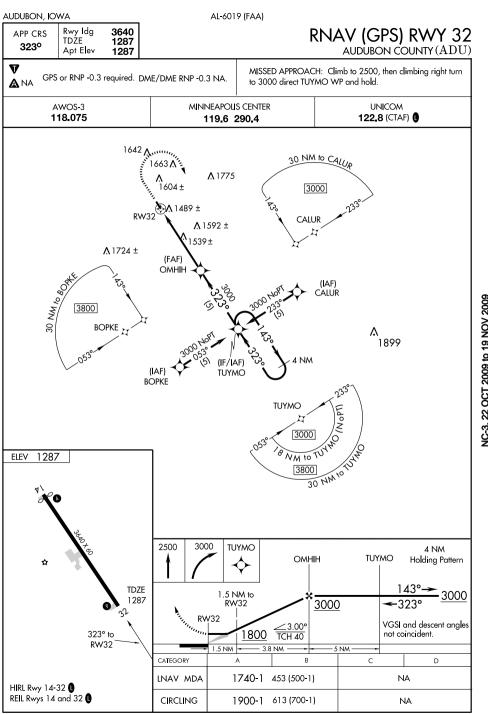


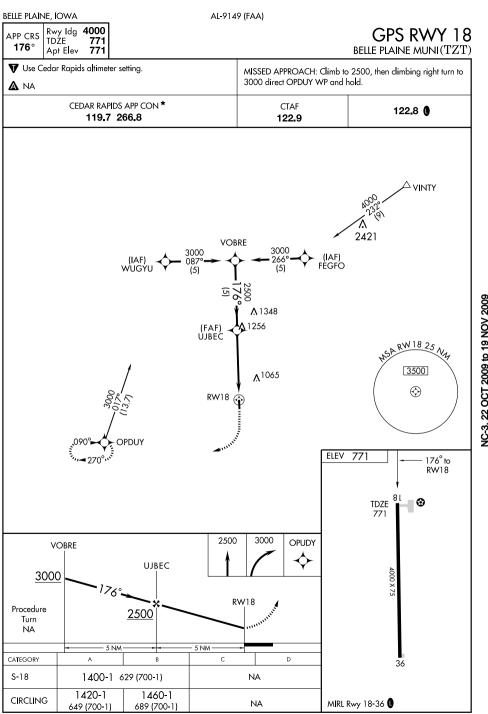


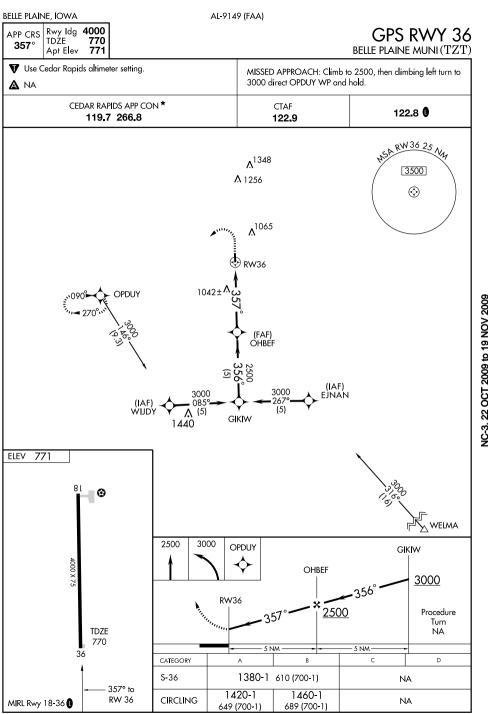


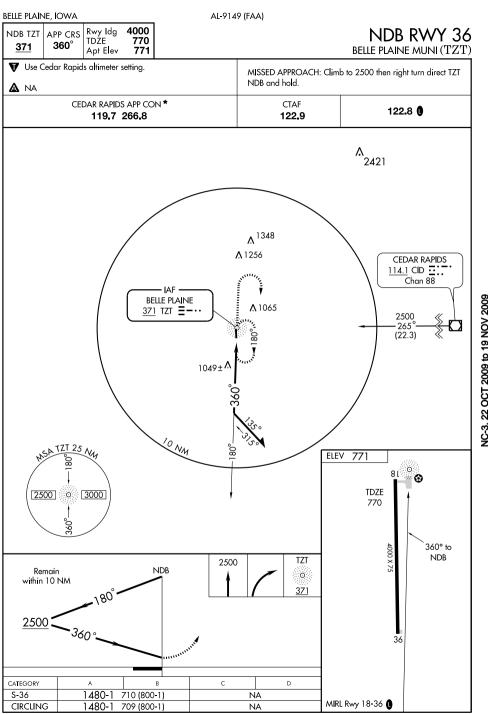


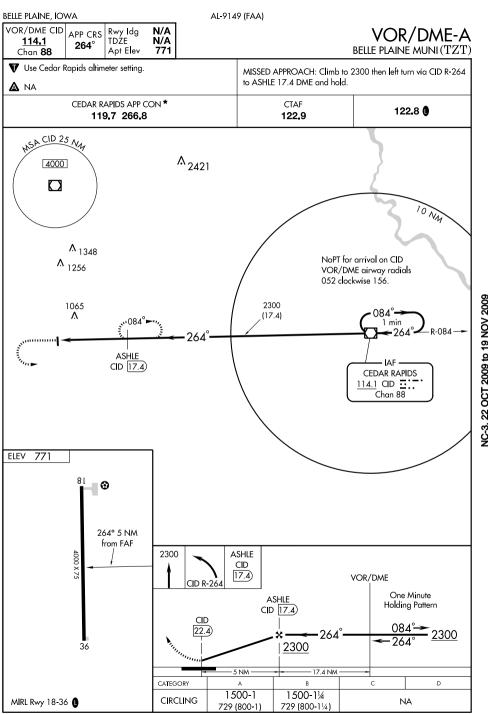


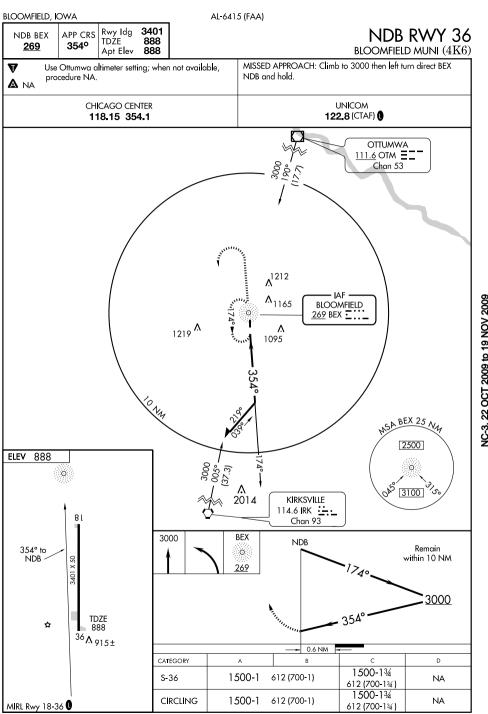


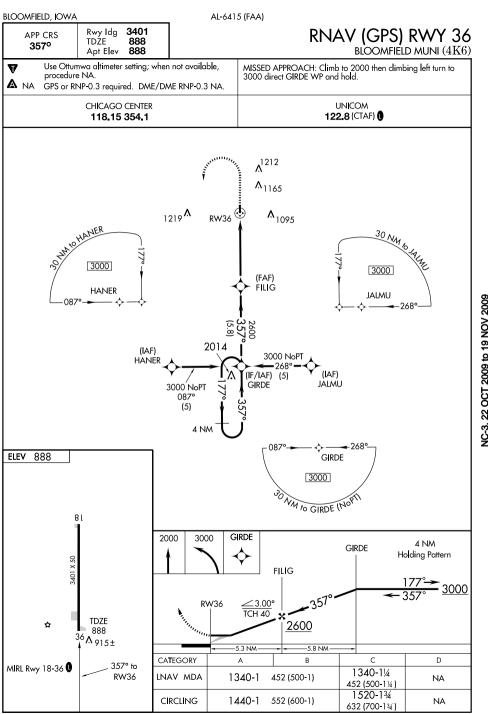


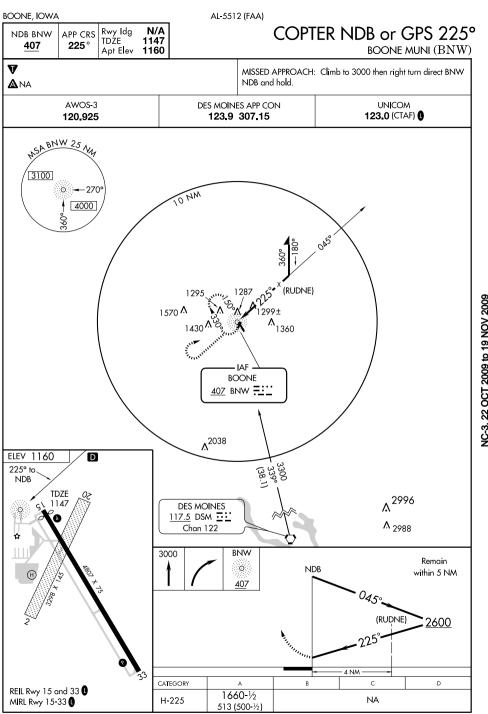


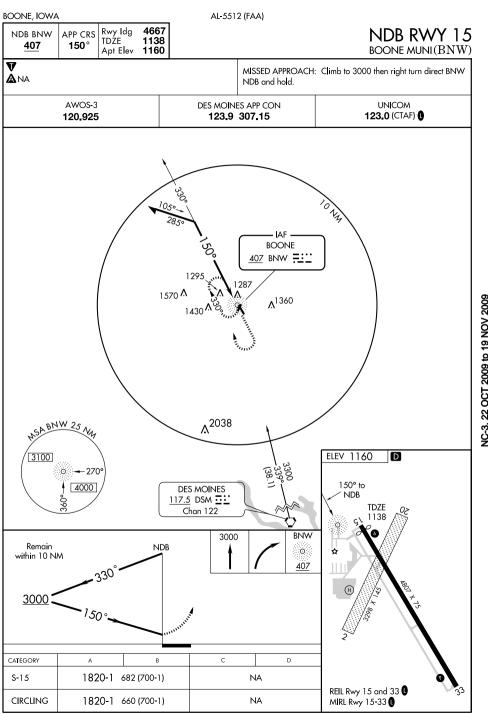


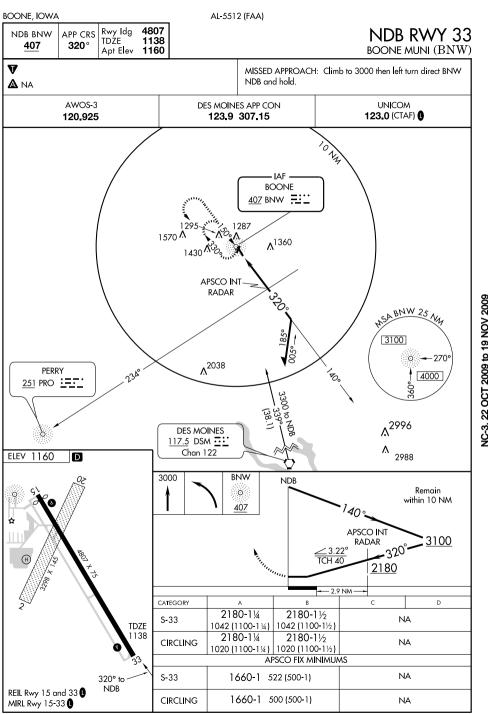




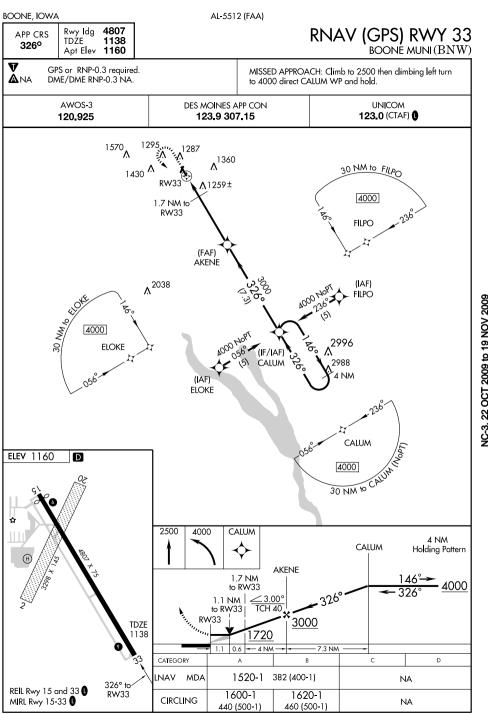


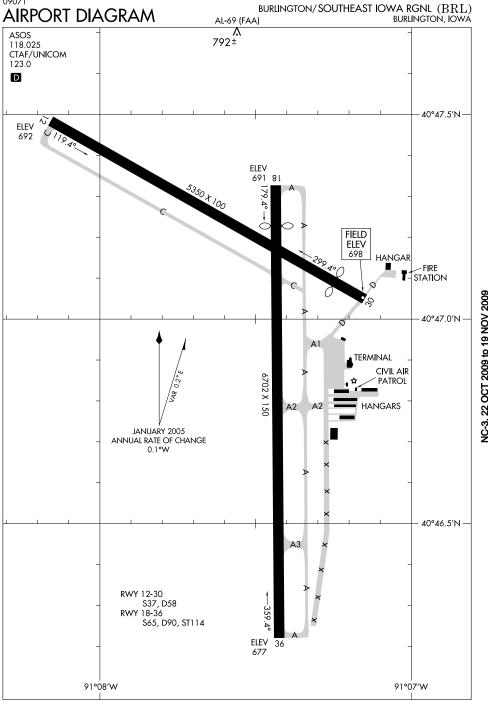


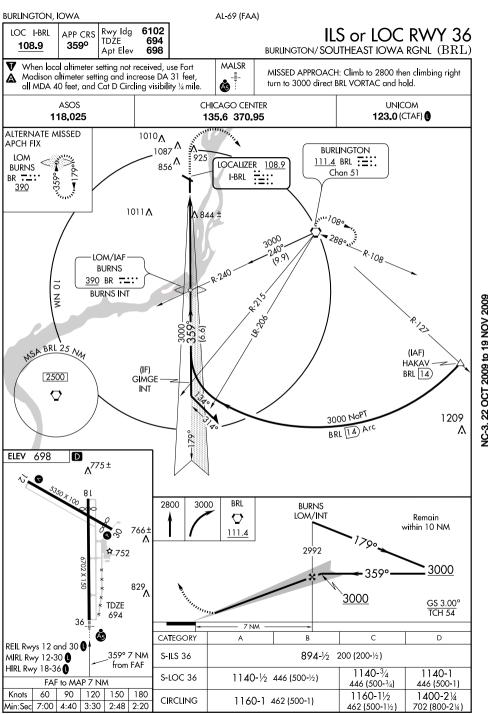




BOONE, IOWA AL-5512 (FAA) RNAV (GPS) RWY 15 Rwy Idg 4667 APP CRS TDŹE 1138 1460 BOONE MUNI (BNW) Apt Elev 1160 MISSED APPROACH: Climb to 2500 then climbing right turn to GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. **A** NA 3000 direct HOPWO WP and hold. AWOS-3 DES MOINES APP CON UNICOM 123.9 307.15 123.0 (CTAF) 0 120.925 PWO (NoPT) **HOPWO** (IAF) **ISONE** ISONE (5) 4000 (IF/IAF) HOPWO (IAF) NC-3, 22 OCT 2009 to 19 NOV 2009 AVOPE (FAF) **DETRO** AVOPE 1570 A 1295_^ 1287 4000 **1**360 30 NM to AVOPE ELEV 1160 D 146° to **RW15** TDZE [↑] 2038 1138 2500 3000 **HOPWO** 4 NM ά **HOPWO** Holding Pattern **DETRO** (H) 1.3 NM to 3000 RW15 1460 3.00°2 **RW15** TCH 40 2800 5.4 NM-- 3.8 NM · 1.3 CATEGORY Α NΑ LNAV MDA 1580-1 442 (500-1) REIL Rwy 15 and 33 (1600-1 1620-1 CIRCLING NA MIRL Rwy 15-33 (440 (500-1) 460 (500-1)







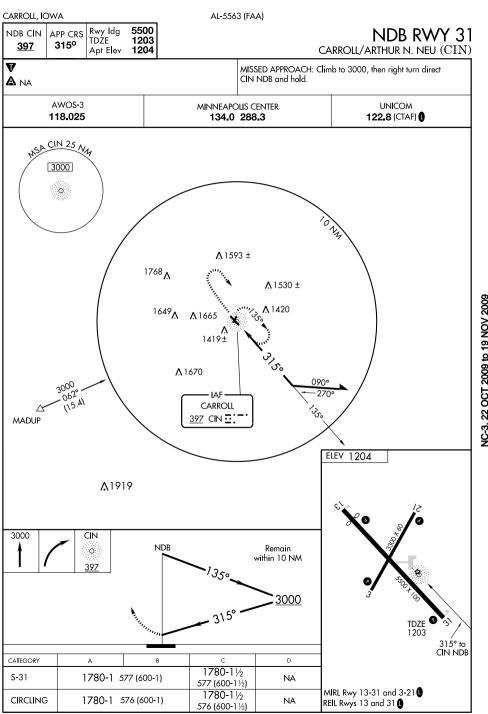
BURLINGTON, IOWA AL-69 (FAA) Rwy Ida 5350 RNAV (GPS) RWY 12 APP CRS TDŹE 692 118° BURLINGTON/SOUTHEAST IOWA RGNL (BRL) Apt Elev 698 V DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. A MISSED APPROACH: Climb to 3000 direct HEMMY and hold. When local altimeter setting not received, use Fort Madison altimeter setting and increase all MDA 40 feet. **ASOS** CHICAGO CENTER UNICOM os L. 118.025 135.6 370.95 123.0 (CTAF) ((IAF) **FABOL** MUĠE F) 800 C 3000 (IF/IAF) FABOL **IMUGE** NC-3, 22 OCT 2009 to 19 NOV 2009 1087 ⁸⁵⁶∧ (FAF) 925 JANGA (IAF) annannannannannannanna EASLE EASLE Λ 1011 3000 Λ₁₁₄₀ 30 NM 10 EASE **ELEV** 698 D 118° to RW12 ^^{775 ±} **TDZE** 3000 **HEMMY** 692 4 NM **FABOL** Holding Pattern **3**8 766± JANGA **☆** 752 3000 6702 X 3.04° RW12 TCH 39 50 829 ^ 2400 6.1 NM 5.2 NM 36 CATEGORY D 1300-13/4 LNAV MDA 1300-1 608 (700-1) NA REIL Rwys 12 and 30 (608 (700-13/4) MIRL Rwy 12-30 1300-13/4 CIRCLING 1300-1 602 (700-1) NA HIRL Rwy 18-36 1 602 (700-13₄)

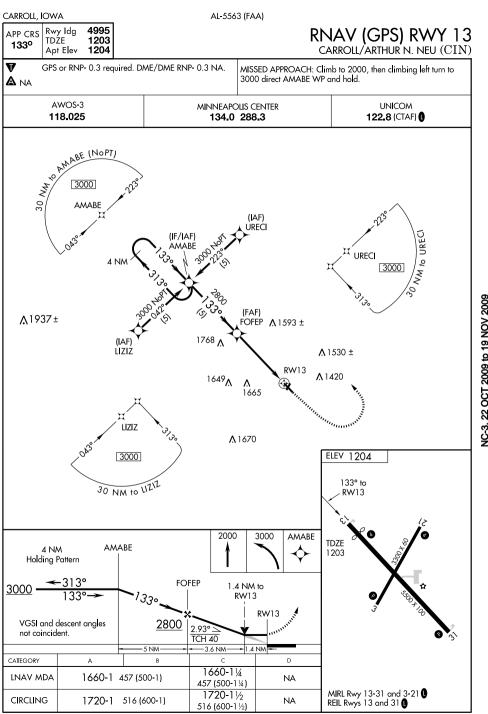
BURLINGTON, IOWA AL-69 (FAA) Rwy Ida 4850 RNAV (GPS) RWY 30 APP CRS TDŹE 693 299° BURLINGTON/SOUTHEAST IOWA RGNL (BRL) Apt Elev 698 DME/DME RNP-0.3 NA Visibility reduction by helicopters NA. A When local altimeter setting not received, use Fort Madison MISSED APPROACH: Climb to 3000 direct FABOL and hold. altimeter setting and increase all MDA 40 feet, and LNAV Cat C visibility ¼ mile. **ASOS** CHICAGO CENTER UNICOM 118.025 135.6 370.95 123.0 (CTAF) (30 MM to GAPLE 3000 1010 1087 925 **GAPLE** (IAF) (FAF) NC-3 22 OCT 2009 to 19 NOV 2009 ĎITKÉ A 1011 4 NM ۸¹¹⁴⁴ (IF/IAF) HEMMY 30 NM to CEEP **CEEAR** 3000 (IAF) CEEAR 698 ELEV D ¹ HEMMY 3000 ^^{775 ±} 30 HM 10 **TDZE** 3000 FABOL 4 NM 693 HEMMY Holding Pattern 766± DITKE **☆** 752 3000 299° to **RW30** 3.04° RW30 TCH 40 829 A 2400 VGSI and descent angles not coincident 5.2 NM 6.1 NM 36 С CATEGORY D LNAV MDA NA 1080-1 387 (400-1) REIL Rwys 12 and 30 1 MIRL Rwy 12-30 1160-11/2 CIRCLING 1160-1 462 (500-1) NA HIRL Rwy 18-36 1 462 (500-11/2)

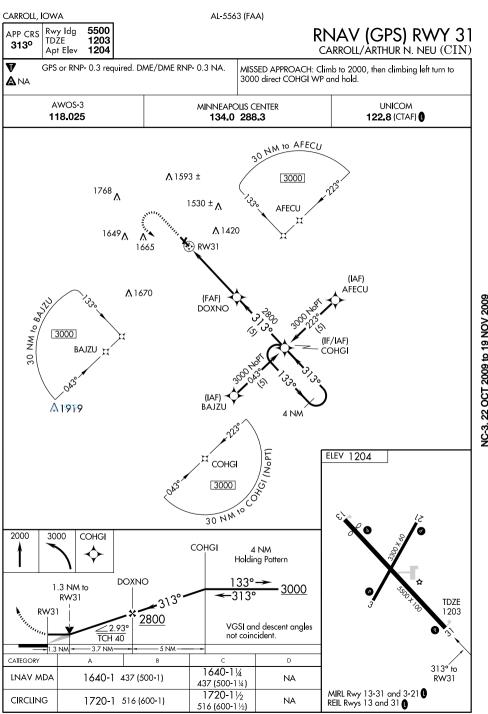
AL-69 (FAA) BURLINGTON, IOWA WAAS 6102 Rwy Idg RNAV (GPS) RWY 36 APP CRS CH 42711 TDŹE 694 359° BURLINGTON/SOUTHEAST IOWA RGNL (BRL) Apt Elev 698 W36A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP- 0.3 NA. MISSED APPROACH: Climb to 3000 MALSR When local altimeter setting not received, use Fort Madison altimeter setting direct AXCUK and hold, continue and increase all DA 31 feet, all MDA 40 feet. å, climb-in-hold to 3000. VDP and Baro-VNAV NA when using Fort Madison altimeter setting. **ASOS** CHICAGO CENTER UNICOM 135.6 370.95 118.025 123.0 (CTAF) (4 NM **AXCUK** 1010₁ 1087 ^^ 1 925 OM TEP 856[∧] 30 NM to LOSTK 1011**^** 757± 844+ AC-3 22 OCT 2009 to 19 NOV 2009 OWZEP 3000 088° (FAF) FÚWQO VOSXE 269° Λ¹¹⁴⁴ 2400 **359** (6.1) (IAF) (IAF) 3000 NoPT 3000 NoPT OWZEP VOSXE 0889 (5) (5) 088° **-**269 (IF/IAF) **ETKUC** ETKUC ELEV 698 D 3000 ^^{775 ±} NM to ETKUC INOPT 5350×100 **ETKUC** 3000 **AXCUK** 4 NM Holding Pattern **FUWQO** 766± *1.2 NM to 3000 2400 *LNAV only 3590 RW36 RW36 6702 2400 GS 3.00° 829 TCH 54 6.1 NM 4 NM---1.2 NM -**TDZE** CATEGORY 694 36 LPV 894-1/2 200 (200-1/2) NA DA LNAV/ 1026-3/4 332 (400-3/4) NA DA VNAV 1100-3/4 NA LNAV MDA 1100-1/2 406 (500-1/2) REIL Rwys 12 and 30 (406 (500-3/4) 359° to MIRL Rwy 12-30 1 **RW36** 1160-11/2 CIRCLING NA 1160-1 462 (500-1) HIRL Rwy 18-36 1 462 (500-11/2)

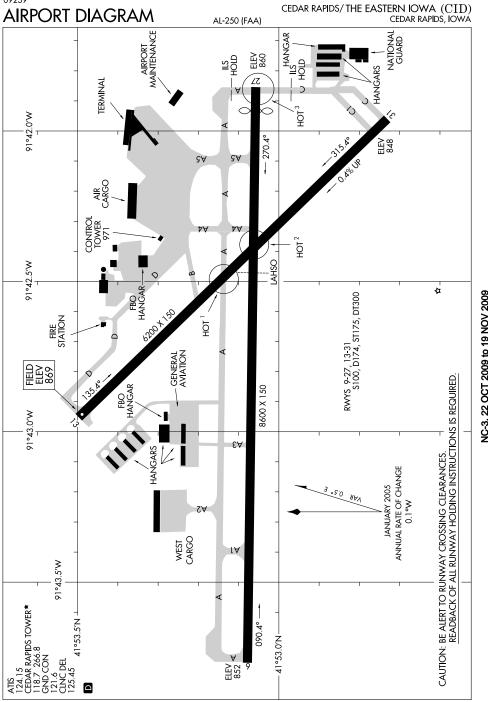
AL-69 (FAA) BURLINGTON, IOWA VORTAC BRL 5350 Rwy Idg VOR/DME RWY 12 APP CRS TDŹE 692 111.4 1080 BURLINGTON/SOUTHEAST IOWA RGNL(BRL) Apt Elev 698 Chan **51** Visibility reduction by helicopters NA. MISSED APPROACH: Climb to 3000 When local altimeter setting not received, use Fort Madison altimeter setting and direct BRL VORTAC and hold. increase all MDA 40 feet, increase S-12 and circling Cat C visibility ¼ mile. UNICOM ASOS CHICAGO CENTER 135.6 370.95 123.0 (CTAF) (118.025 (IAF) KALKY BRL 22) (IAF) R-288 RENIE BRL 16 (IF) 1010 \(\Lambda \) \(\Lambda **ADELY** BRL 22 1082 1 856 2500 NC-3 22 OCT 2009 to 19 NOV 2009 108° (6) 3000/08e 288° **^**1011 (16) **₹**2888°°; R-108 **1**427 BURLINGTON 11<u>1.4</u> BRL :=:: Chan 51 **ELEV 698** D NSA BRL 25 My 2500 ^^{775 ±} TDZE (IAF) KAMIW 08° 5.6 NM BRL 22) from FAF RENIE 3000 BRL 766± Remain BRL 16) \Diamond within 10 NM **☆** 752 111.4 6702 X BRL 3000 2.98°> 10.4) 1080 829 TCH 39 2500 36 5.6 NM CATEGORY Α D 1280-11/2 S-12 1280-1 588 (600-1) NA REIL Rwys 12 and 30 (588 (600-11/2) MIRL Rwy 12-30 1280-11/2 CIRCLING 1280-1 582 (600-1) NΑ HIRL Rwy 18-36 (582 (600-11/2)

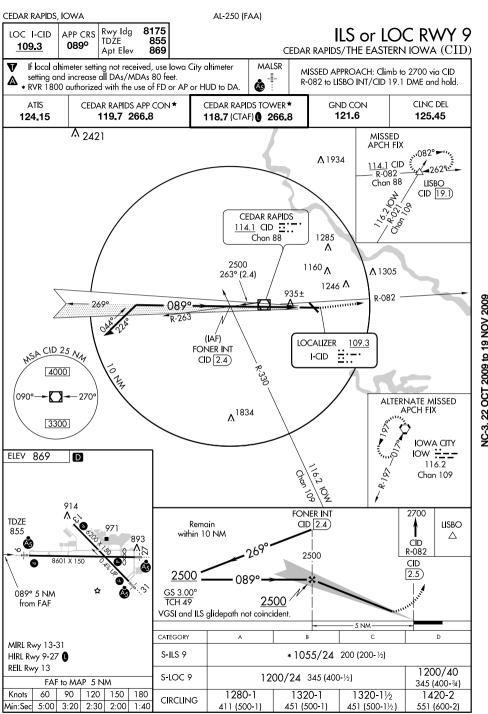
AL-69 (FAA) BURLINGTON, IOWA VORTAC BRL 4850 Rwy Idg VOR RWY 30 APP CRS TDŹE 693 111.4 2880 Apt Elev BURLINGTON/SOUTHEAST IOWA RGNL (BRL) 698 Chan **51** Visibility reduction by helicopters NA. MISSED APPROACH: Climb to 2000 then climbing When local altimeter setting not received, use Fort Madison altimeter left turn to 3000 direct BRL VORTAC and hold. setting and increase all MDA 40 feet, increase all Cat C visibility 1/4 mile. ASOS CHICAGO CENTER UNICOM 118.025 135.6 370.95 123.0 (CTAF) (NSA BRL 25 M 2500 1010 A 1087 925 856 A **UGULE INT** BRL 7.9) 1011**^** *2*88° ، 108° LOM 2007 VOV 51 0109 to 19 NOV 2009 **BURNS** 1427A 390 BR =:: IAF -BURLINGTON 111.4 BRL :=: Chan 51 R-108. ELEV 698 D ^^{775 ±} 288° 9.6 NM 2000 3000 BRL *1300 when using Fort Madison altimeter setting. from FAF VORTAC Remain **TDZE** within 10 NM 111.4 693 1080 **UGULE INT** 766± 'δ BRL 7.9 BRL 3000 **☆** 752 288° 9.6 2.89° 288° 6702 X 3000 TCH 45 VGSI and descent 1260* 829 ^\ anales not coincident. -1.7 NM-7.9 NM CATEGORY D 36 1260-11/2 S-30 NA 1260-1 567 (600-1) 567 (600-11/2) 1260-11/2 CIRCLING 1260-1 562 (600-1) NA REIL Rwys 12 and 30 0 562 (600-11/2) MIRL Rwy 12-30 🗓 **UGULE FIX MINIMUMS** HIRL Rwy 18-36 1 S-30 1080-1 387 (400-1) NA FAF to MAP 9.6 NM 60 90 120 150 180 1160-11/2 Knots CIRCLING 1160-1 462 (500-1) NA Min:Sec 9:36 6:24 4:48 3:50 3:12 462 (500-11/2)

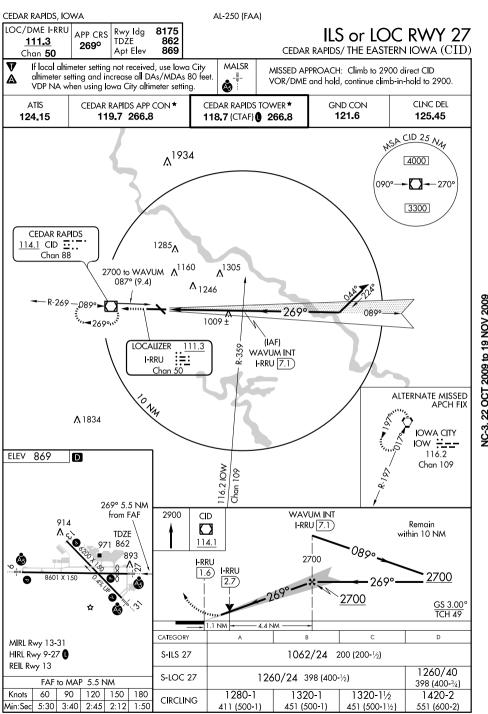


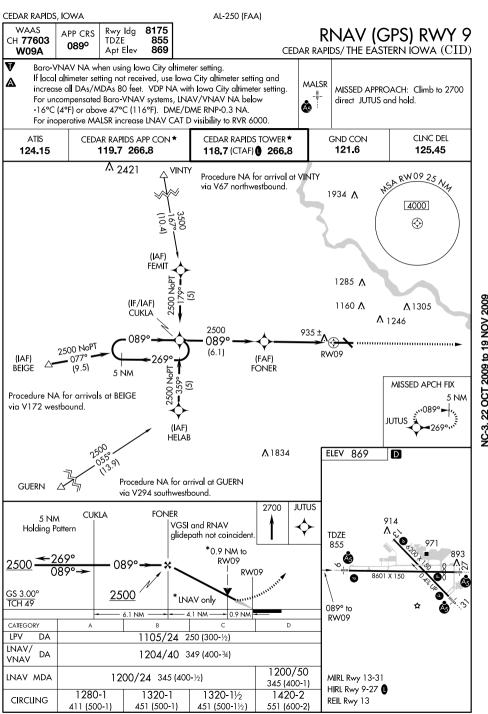


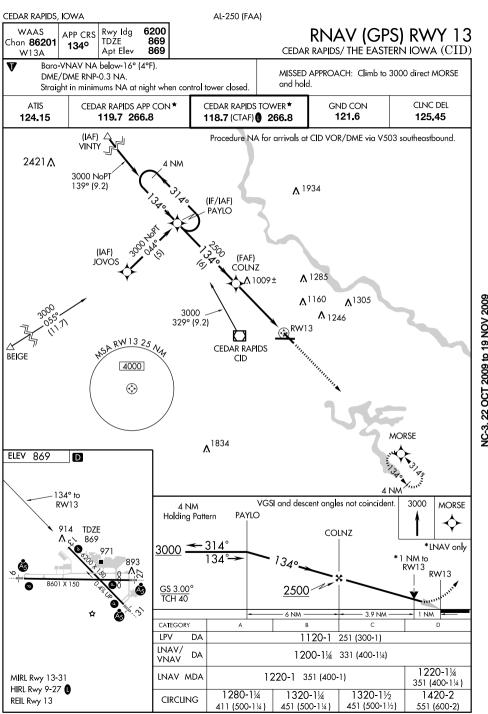




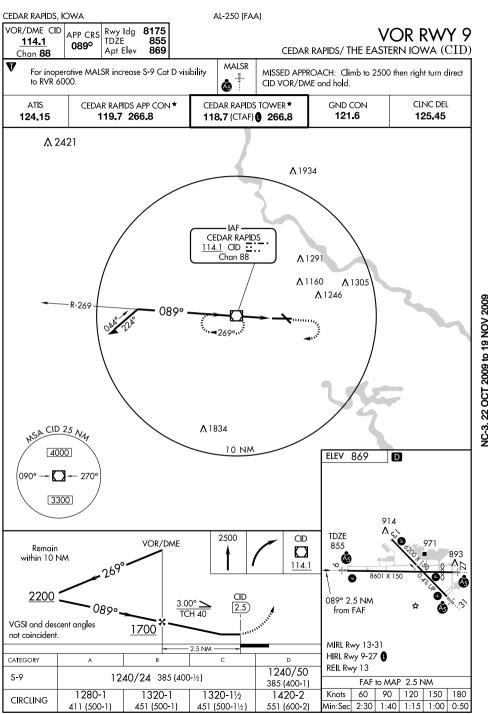


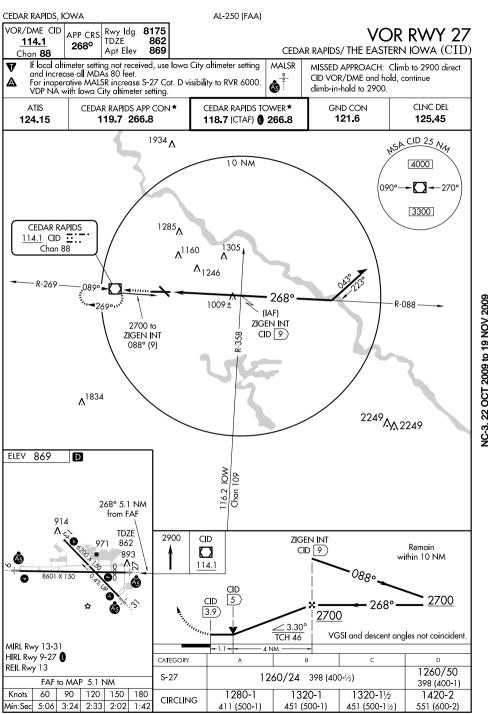




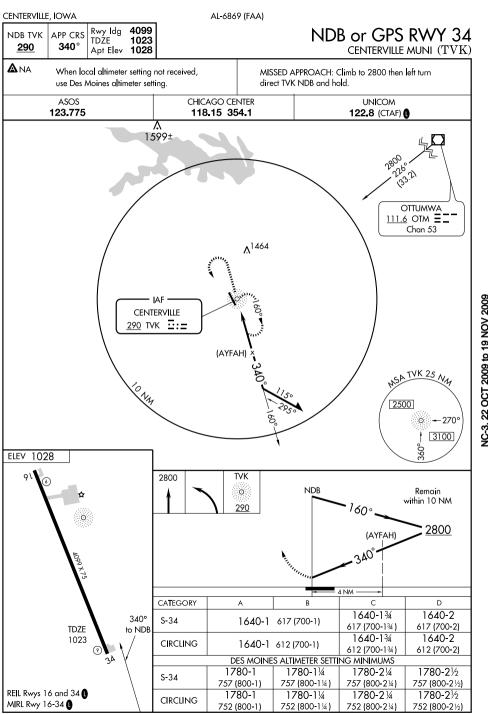


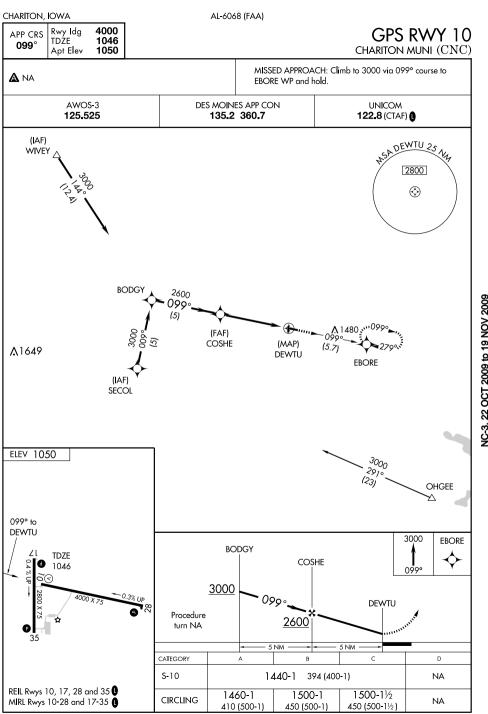
CEDAR RAPIDS, IOWA AL-250 (FAA) WAAS 8175 Rwy Ida RNAV (GPS) RWY 27 APP CRS CH 72902 TDŹE 862 269° CEDAR RAPIDS/ THE EASTERN IOWA (CID) Apt Elev 869 **W27A** Baro-VNAV NA when using Iowa City altimerter setting. V If local altimeter setting not received, use lowa City altimeter setting and increase MALSR A all DAs/MDAs 80 feet. VDP NA when using Iowa City altimeter setting. MISSED APPROACH: Climb to For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) 2500 direct CUKLA and hold. or above 47°C (116°F). DME/DME RNP-0.3 NA. Å For inoperative MALSR increase LNAV/VNAV Cat. D visibility to RVR 5000 and LNAV Cat. D visibility to RVR 6000. CLNC DEL ATIS CEDAR RAPIDS APP CON★ CEDAR RAPIDS TOWER★ GND CON 121.6 125.45 124,15 119.7 266.8 118.7 (CTAF) 0 266.8 ANOSA Procedure NA for arrivals at ANOSA via NSA RW 27 25 Ny 1934 A V341 northeast bound and for arrivals at IOW VORTAC on airway radials 336 CW 072 4000 \bigcirc (IAF) ¹²⁸⁵∧ SORPE ¹¹⁶⁰Λ 2 3 1305_A 2005 VOV 51 of 5005 TOO 52 8-ON **5 NM** (FAF) ۸₁₂₄₆ CUKLA WAVÚM 903± 2700 269° 1009± **■** 269°···ⁱ **RW27** (IF/IAF) JUTUS (6) 5 NM 2 (IAF) CIBNO 1834 A 2249 1 2249 869 **ELEV** D IOWA CITY ЮW 2500 **CUKLA** 269° to WAVUM JUTUS 5 NM 914 RW27 Holding Pattern TDZE 971 862 *1.1 NM to 893 0899 RW27 269° 2700 8601 X 150 2700 <u>GS</u>3.00° LNAV only TCH 49 1.1 NM 4.4 NM 6 NM CATEGORY D LPV 1112/24 250 (300-1/2) DA LNAV/ 1163/40 DA 1163/24 301 (300-1/2) VNAV 301 (300-3/4) 1260/50 1260/24 398 (400-1/2) MIRL Rwy 13-31 LNAV MDA 398 (400-1) HIRL Rwy 9-27 (1) 1280-1 1320-1 1320-11/2 1420-2 CIRCLING REIL Rwy 13 451 (500-11/2) 411 (500-1) 451 (500-1) 551 (600-2)

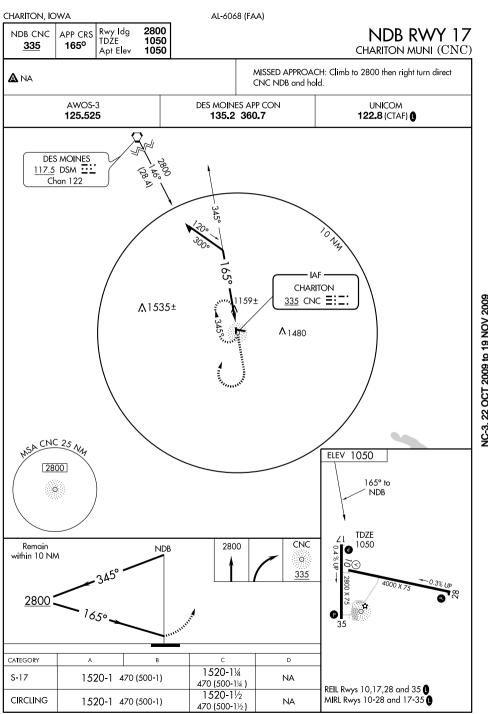


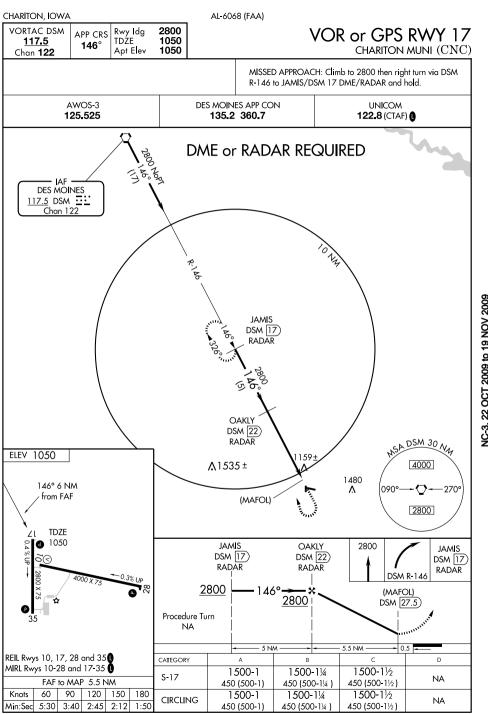


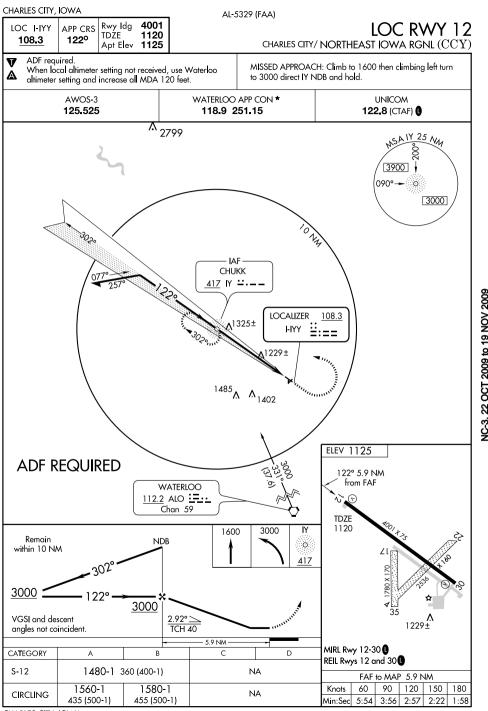
CENTERVILLE, IOWA AL-6869 (FAA) 4099 Rwy Idg NDB or GPS RWY 16 APP CRS NDB TVK TDŹE 1023 135° 290 CENTERVILLE MUNI (TVK) Apt Elev 1028 \mathbf{A} NA When local altimeter settling not received, MISSED APPROACH: Climb to 2800 then right turn direct TVK NDB and hold. use Des Moines altimeter settina. ASOS CHICAGO CENTER UNICOM 123.775 118.15 354.1 122.8 (CTAF) (Λ 1599± 2800 ักใช้ (33.2) OTTUMWA 111.6 OTM **Ξ**Ξ _ Chan 53 1464 € 22 22 OCT 2009 to 19 NOV 2009 CENTERVILLE MSA TVK 25 Ny 290 TVK **□:**= 2500 - 270° 3100 10 NM **ELEV 1028** 135° TVK 2800 to NDB NDB Remain 0 within 10 NM **TDZE** 315 290 1023 2800 (AYDOV) 1350 4 NM -CATEGORY С D 1740-2 1740-21/4 S-16 1740-1 717 (800-1) 717 (800-2) 717 (800-21/4) 1740-2 1740-21/4 CIRCLING 1740-1 712 (800-1) 712 (800-21/4) 712 (800-2) DES MOINES ALTIMETER SETTING MINIMUMS 1900-1 1900-11/4 1900-21/2 1900-23/4 S-16 877 (900-1) 877 (900-11/4) 877 (900-21/2) 877 (900-234) REIL Rwys 16 and 34 (1900-1 1900-11/4 1900-21/2 1900-23/4 **CIRCLING** MIRL Rwy 16-34 1 872 (900-1) 872 (900-11/4) 872 (900-2½) 872 (900-234)

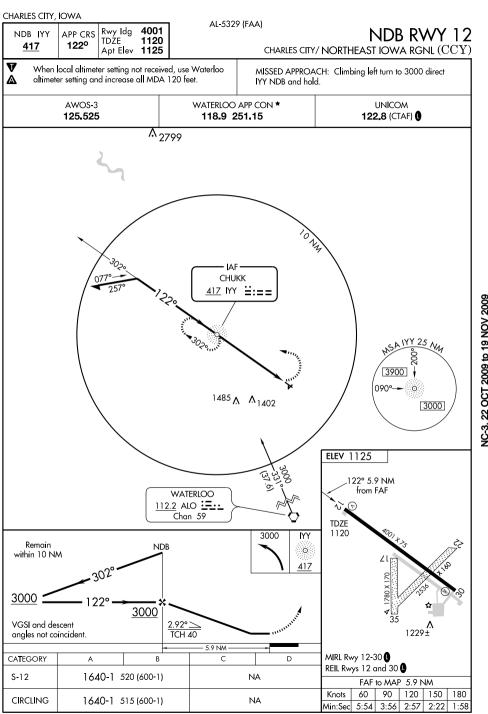






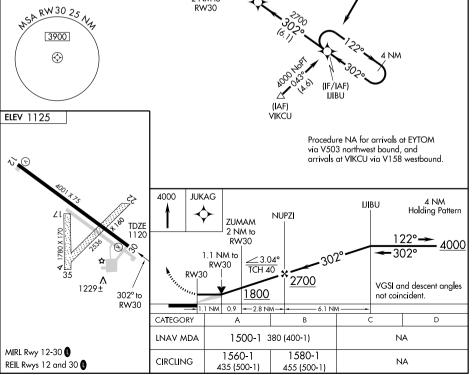


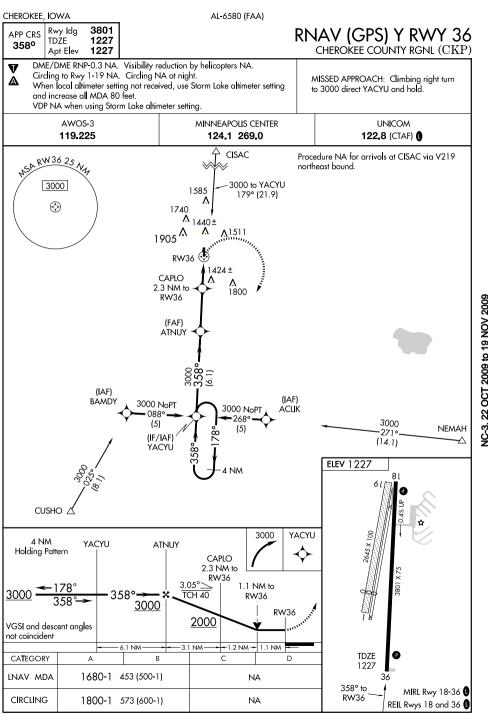


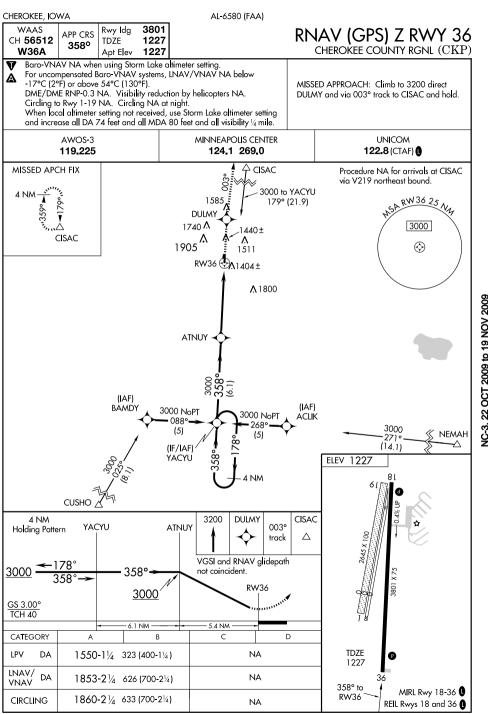


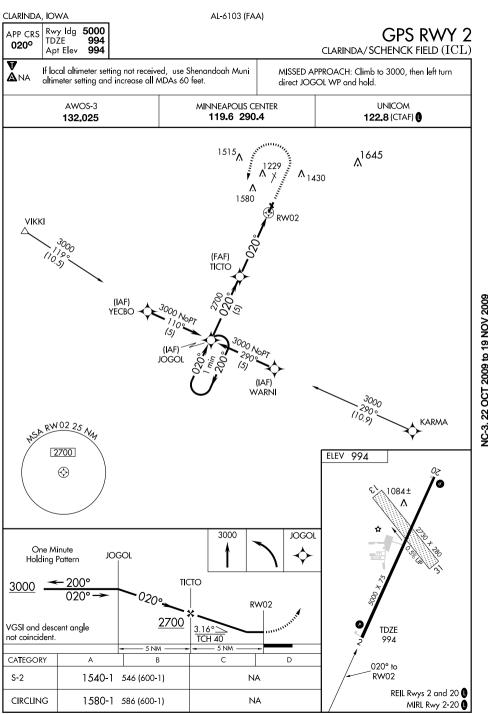
CHARLES CITY, IOWA AL-5329 (FAA) 4001 Rwy Ida RNAV (GPS) RWY 12 APP CRS TDŹE 1120 1220 CHARLES CITY/NORTHEAST IOWA RGNL (CCY) Apt Elev 1125 DME/DME RNP-0.3 NA. 77 When local altimeter setting not received, use Waterloo MISSED APPROACH: Climb to 4000 direct LIBU and hold. altimeter setting and increase all MDA 120 feet. continue climb-in-hold to 4000. VDP NA when using Waterloo altimeter setting. AWOS-3 WATERIOO APP CON ★ UNICOM 125.525 118.9 251.15 122.8 (CTAF) 0 Λ Procedure NA for arrivals on RST VOR/DME **ROCHESTER** SA RW 12 25 NZ 1606± RST airway radials 157 CW 213. 3900 $\langle \rangle$ (IAF) YĖNIÙ (IF/IAF) JUKAG NC-3 22 OCT 2009 to 19 NOV 2009 WESBA 4000 2 NM to (FAF) 084° RW12 ZEDRA (19.6)A .. **∆** 1249 ± WAMUL MASON CITY MCW 1485 **^ ^** 1402 Procedure NA for arrivals on MCW VORTAC airway radials 075 CW 122. **ELEV 1125** 122° to RW12 (F) 4000 TDZE JUKAG **IJIBU** 4 NM 1120 ZEDRA Holding Pattern WESBA 2 NM to RW12 1.1 NM to 3.04° **RW12** TCH 40 RW12 2700 VGSI and descent angles 1800 not coincident. 1229± 6.1 NM 2.8 NM - 0.9 CATEGORY D LNAV MDA 1500-1 380 (400-1) NA MIRL Rwy 12-30 (1560-1 1580-1 REIL Rwys 12 and 30 (CIRCLING NA <u>435 (500-</u>1) 455 (500-1)

CHARLES CITY, IOWA AL-5329 (FAA) Rwy Idg 4001 RNAV (GPS) RWY 30 APP CRS TDŹE 1120 3020 CHARLES CITY/ NORTHEAST IOWA RGNL (CCY) Apt Elev 1125 V DME/DME RNP-0.3 NA MISSED APPROACH: Climb to 4000 direct JUKAG When local altimeter setting not received, use Waterloo Α altimeter setting and increase all MDA 120 feet. and hold, continue climb-in-hold to 4000. VDP NA when using Waterloo altimeter setting. AWOS-3 WATERLOO APP CON ★ LINICOM 118.9 251.15 125.525 122.8 (CTAF) (Sommon Management & (IAF) EYTOM 1239 ± NC-3 22 OCT 2009 to 19 NOV 2009 1624 A 1485 Λ (FAF) ZUMAM NUPZ 2 NM to RW30 ASA RW 30 25 NZ 3900 **(** (IF/IAF) IJIBU (IAF) VIKCU **ELEV 1125** Procedure NA for arrivals at FYTOM via V503 northwest bound, and arrivals at VIKCU via V158 westbound. 4000 **JUKAG** 4 NM **IJIBU** Holding Pattern Ζl NUPZ ZUMAM TDZE 2 NM to 1120 RW30 1.1 NM to ≤3.04° RW30 TCH 40

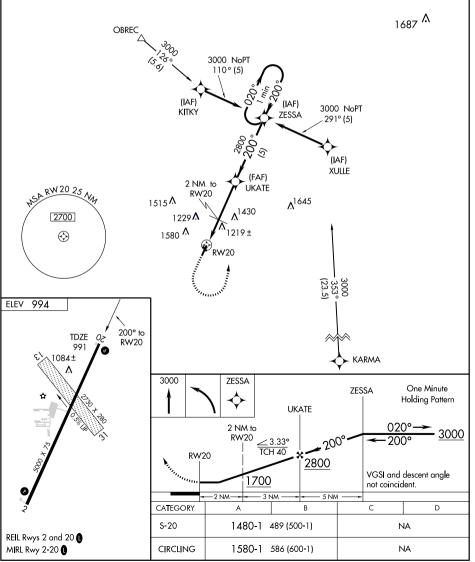


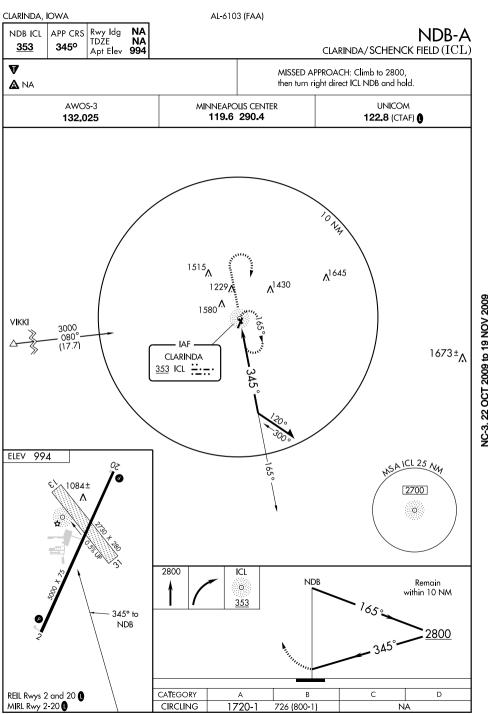


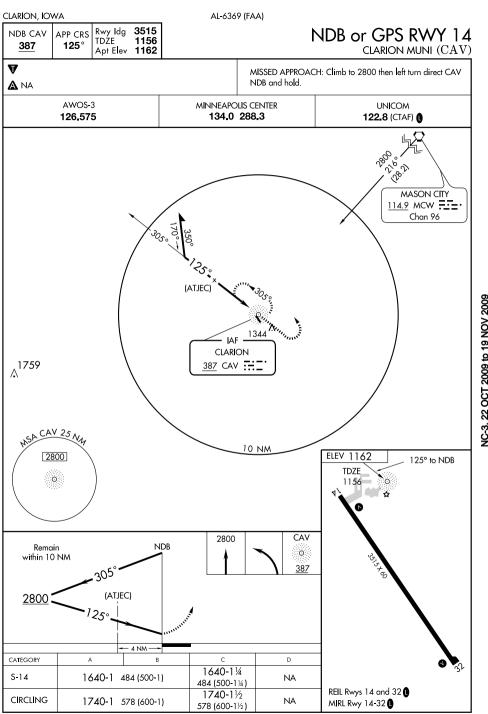


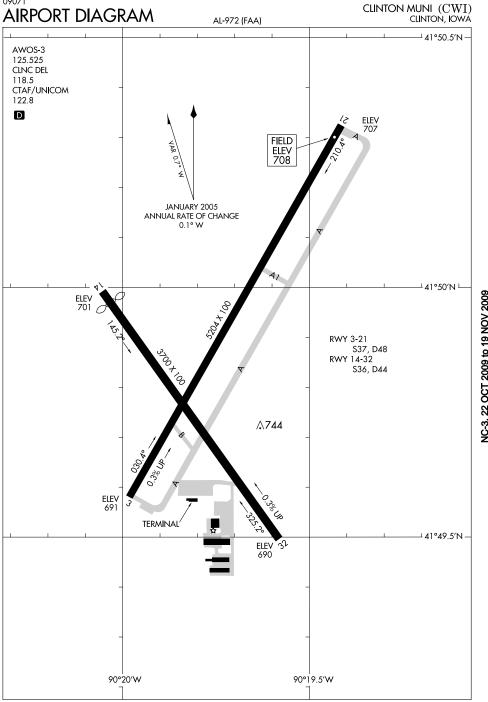


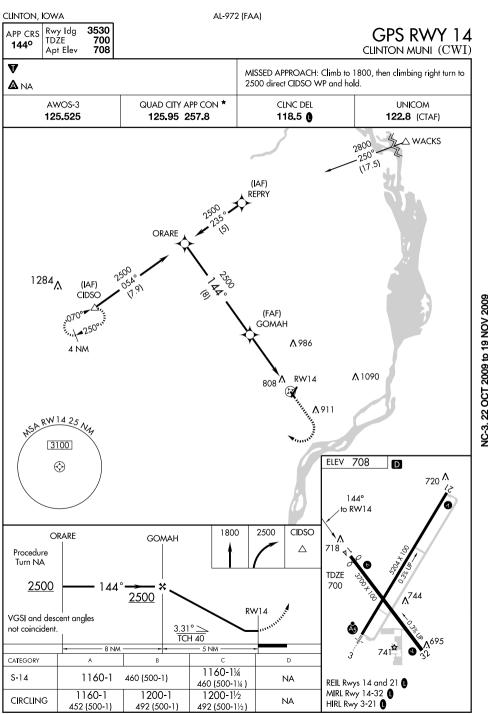
CLARINDA, IOWA AL-6103 (FAA) Rwy Idg 5000 GPS RWY 20 APP CRS TDŹE 991 200° CLARINDA/SCHENCK FIELD (ICL) Apt Elev 994 V If local altimeter setting not received, use Shenandoah Muni MISSED APPROACH: Climb to 3000. A NA altimeter setting and increase all MDAs 60 feet. then left turn direct ZESSA WP and hold. AWOS-3 MINNEAPOLIS CENTER UNICOM 119.6 290.4 132.025 122.8 (CTAF) (1687 [∧] OBREC 3000 NoPT 110° (5) (IAF) (IAF) 3000 NoPT KITKY ZESSA 291° (5) NC-3 22 OCT 2009 to 19 NOV 2009 (IAF) **XULLE** 2 NM to 15A RW 20 25 My **UKATE** RW20 ^¹⁶⁴⁵ 1515 1 ۸¹⁴³⁰ 2700 1229 1 ₁₅₈₀ ∧ 1219± \Diamond RW20 3000 - 353° (23.5) ELEV 994 200° to TDZE RW20 991 1084± KARMA 3000 ZESSA One Minute **ZESSA**

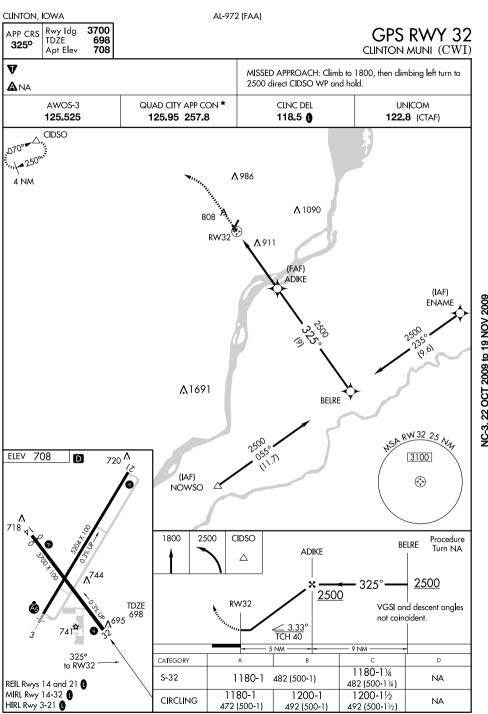


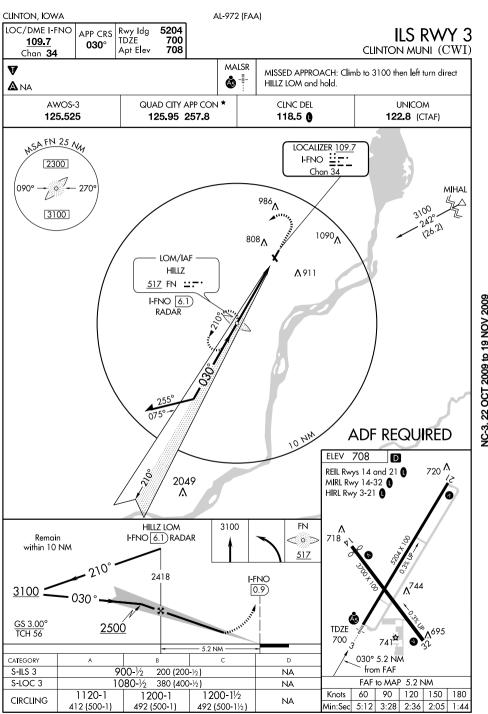


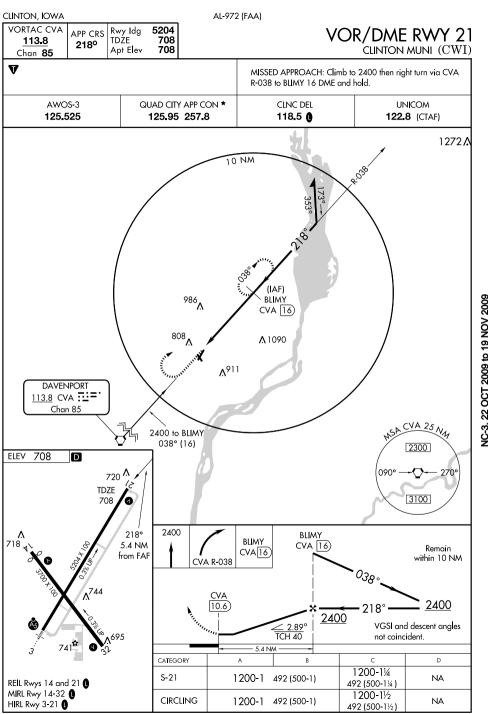


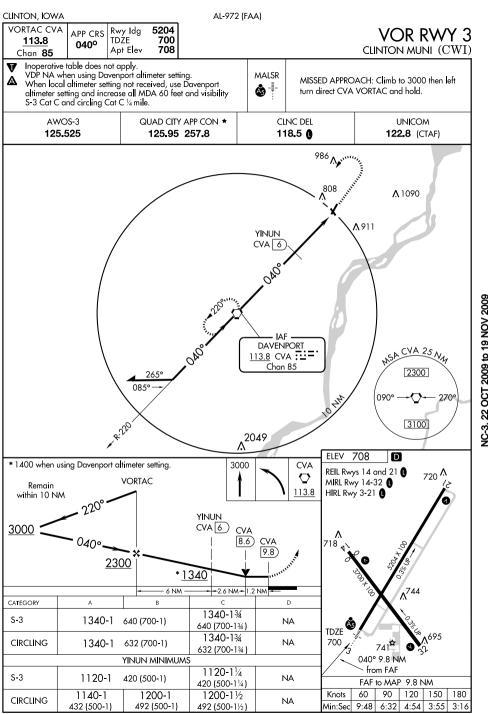


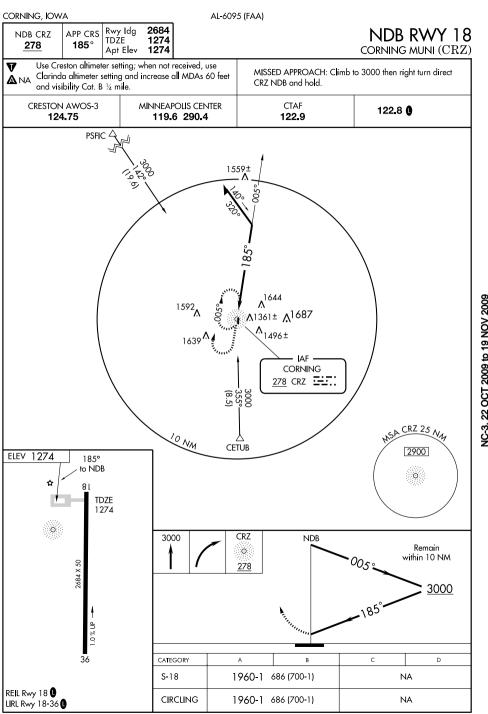


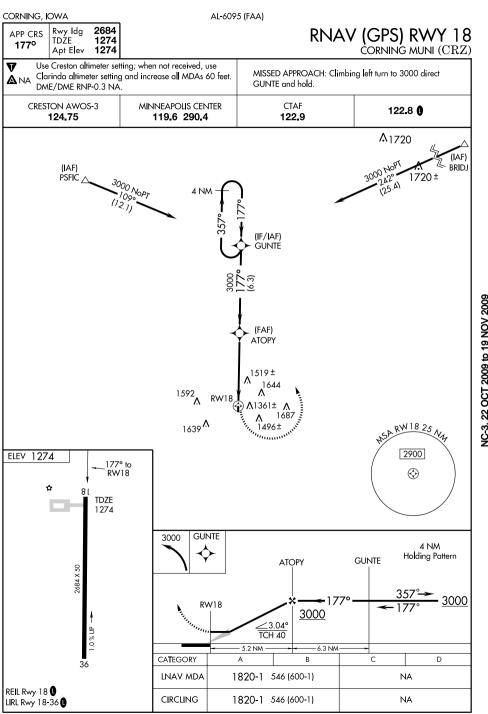


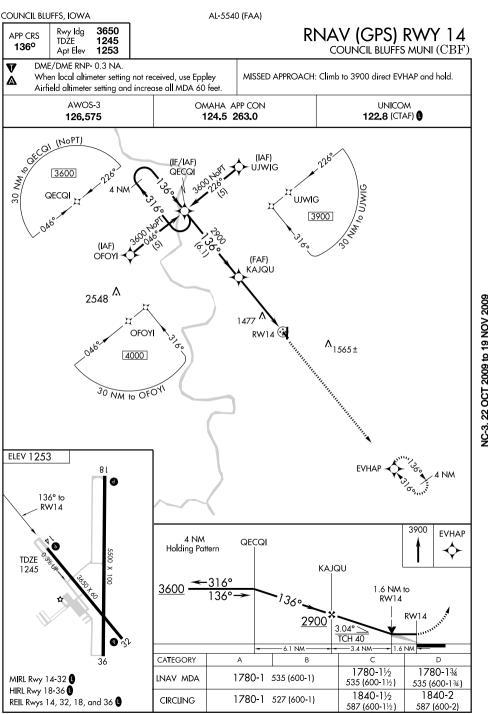




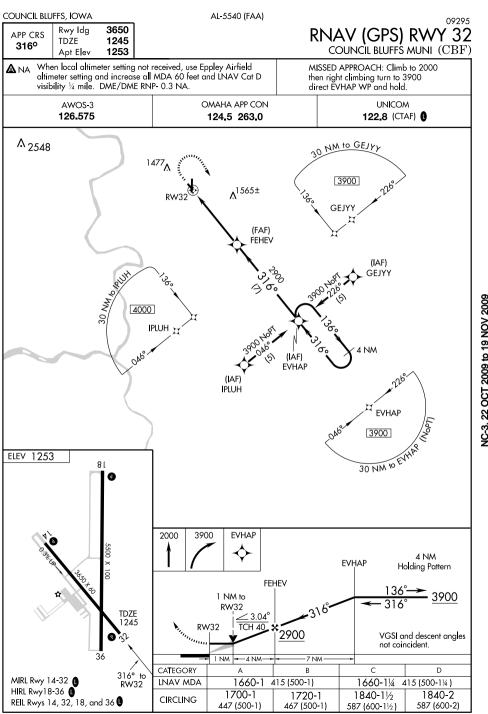




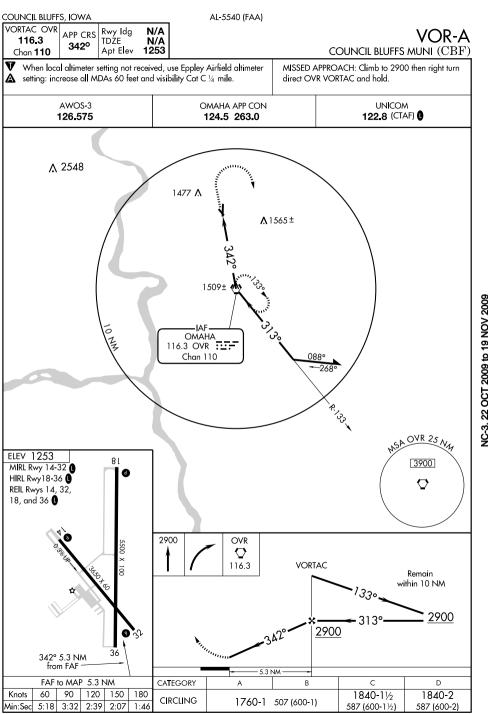


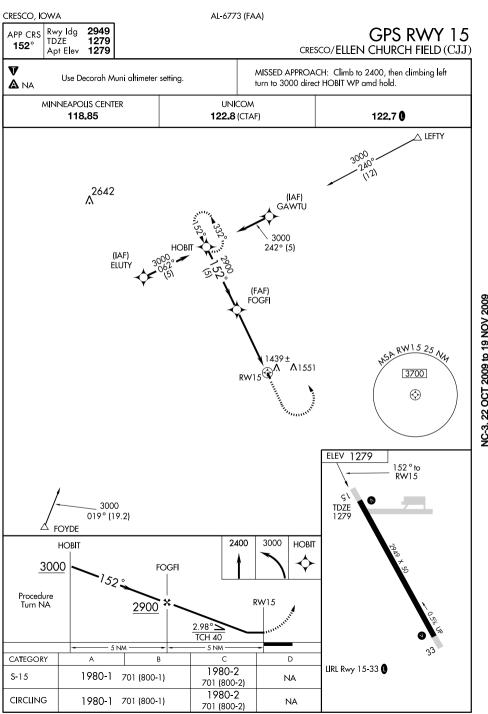


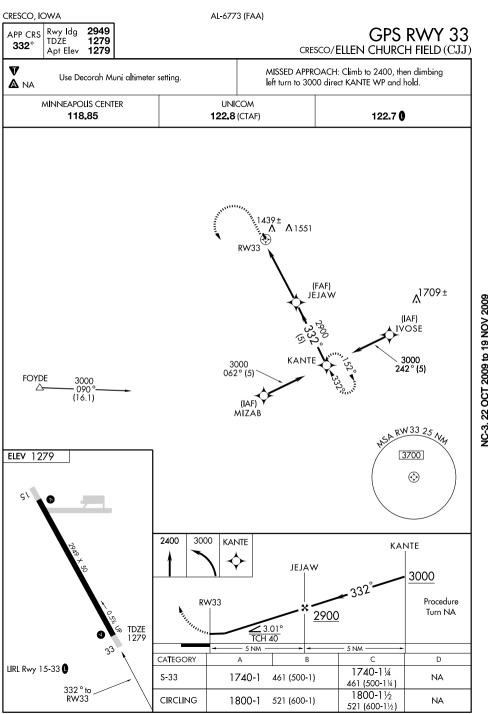
COUNCIL BLUFFS, IOWA AL-5540 (FAA) WAAS Rwy Ida 5500 APP CRS RNAV (GPS) RWY 18 CH **42806** TDŹE 1241 176° Apt Elev 1253 COUNCIL BLUFFS MUNI (CBF) W18A Baro-VNAV NA when using Eppley Airfield altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). Δ MISSED APPROACH: Climb to 3000 DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. When local altimeter direct WAMET and hold. setting not received, use Eppley Airfield altimeter setting and increase all DAs 53 feet and all MDAs 60 feet, and increase LPV all Cats, LNAV/VNAV all Cats, LNAV Cats C/D and circling Cat C visibilities ¼ mile. OMAHA APP CON AWOS-3 UNICOM 126.575 124.5 263.0 122.8 (CTAF) (4 NM (IF/IAF) IPORE 3000 NoPT 3000 NoPT 3600 (IAF) 086° 267° -∆ GLENE 266° WÀNÁM (5.8)(5) (6.1)(IAF) CÖTÁT 2007 VON 61 of 6007 TOO 62 8-CN (FAF) HÖDER ↑ 2548 FEDES 1385± 1.6 NM to RW18 1279± RW18 NSA RW 18 25 Ny **∧** 1565 ± MISSED APCH FIX 3900 WAMET Procedure NA for arrivals on OVR VORTAC airway radials 295 CW 312. \Diamond **ELEV 1253** 176° to RW18 **ÖMAHA** 81 OVR 3000 WAMET TD7F **IPORE** 4 NM 1241 Holding Pattern **HODER FEDES** *LNAV only 3000 1.6 NM to RW18 **RW18** GS 3.00° TCH 45 2900 1760 6.2 NM 3.4 NM -1.6 NM CATEGORY Α В С D LPV DA 1512-1 271 (300-1) LNAV/ DA 1646-1/2 405 (400-1/2) VNAV 1640-11/4 1640-1 399 (400-1) LNAV MDA MIRL Rwy 14-32 1 399 (400-11/4) HIRL Rwy18-36 1700-1 1720-1 1840-11/2 1840-2 CIRCLING REIL Rwys 14, 32, 18, and 36 0 447 (500-1) 467 (500-1) 587 (600-11/2) 587 (600-2)

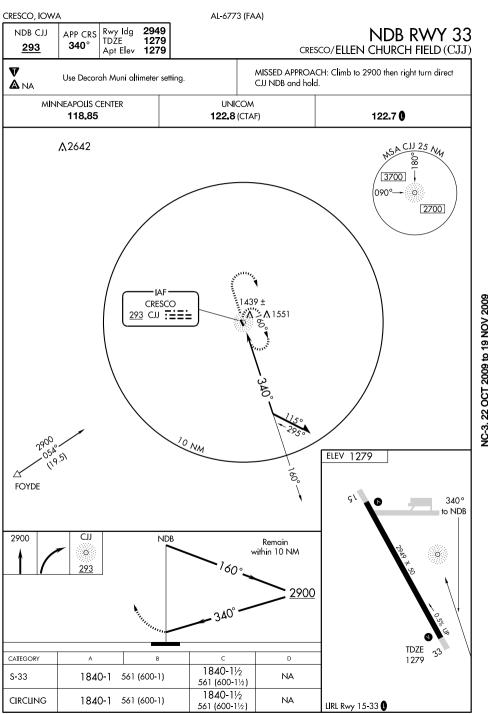


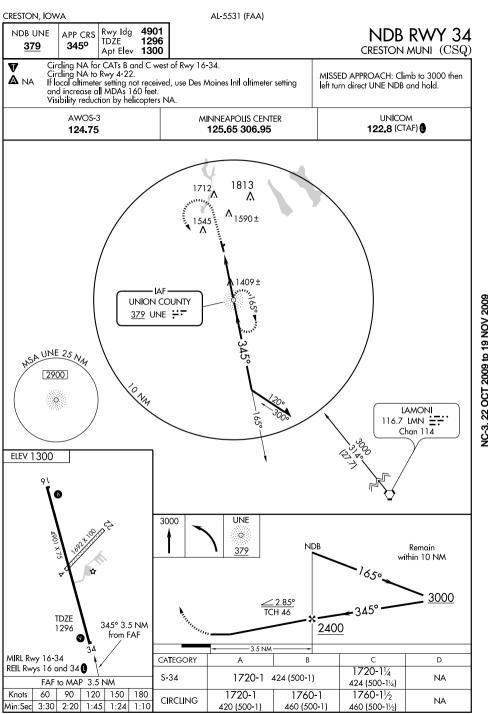
COUNCIL BLUFFS, IOWA AL-5540 (FAA) WAAS Rwy Ida 5500 RNAV (GPS) RWY 36 APP CRS CH 53606 TDŹE 1245 356° COUNCIL BLUFFS MUNI (CBF) Apt Elev 1253 W36A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above v 46°C (114°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use A MISSED APPROACH: Climb to Eppley Airfield altimeter setting and increase all DAs 53 feet and all MDAs 60 feet, and 3000 direct IPORE and hold. increase LPV all Cats, LNAV Cats C/D and circling Cat C visibilities ¼ mile. Baro-VNAV and VDP NA when using Eppley Airfield altimeter setting. OMAHA APP CON UNICOM AWOS-3 126.575 124.5 263.0 122.8 (CTAF) 0 Procedure NA for arrivals on OVR VORTAC airway radials MISSED APCH FIX 145 CW 192. 4 NM Δ 2548 1477 A **IPORE** 1369± 1249± RW36 **∧** 1565 ± **HODIN** 1.7 NM to RW36 OMAHA (FAF) OVR AC-3 22 OCT 2009 to 19 NOV 2009 ĴATIŃ 3000 187° (6.1) (IF/IAF) 82 (75) MEPWE WAMET 3000 **EMFND** 0919 3000 NoPT 3000 3000 NoPT (9.3) -∕\ 263° 086° (10)NSA RW 36 25 Ny (5)(5) (IAF) (IAF) WEPOP ZAMAN 3900 **ELEV 1253** 81 3000 **IPORE** 4 NM WAMET Holding Pattern JATIN **HODIN** *LNAV only 1.7 NM 5500 X *35*6° to RW36 *1 NM to RW36 RW36 GS 3.00° 2900 TCH 45 18203 3.3 NM 0.7 6.2 NM TDZE CATEGORY Α В D 1245 LPV DA 1495-3/4 250 (300-3/4) LNAV/ DA 1577-11/4 332 (400-11/4) VNAV MIRL Rwy 14-32 (1620-11/4 1620-1 375 (400-1) LNAV MDA HIRL Rwy18-36 0 375 (400-11/4) 356° to REIL Rwys 14, 32, 1700-1 1720-1 1840-11/2 1840-2 RW36 CIRCLING 18, and 36 (447 (500-1) 467 (500-1) 587 (600-11/2) 587 (600-2)

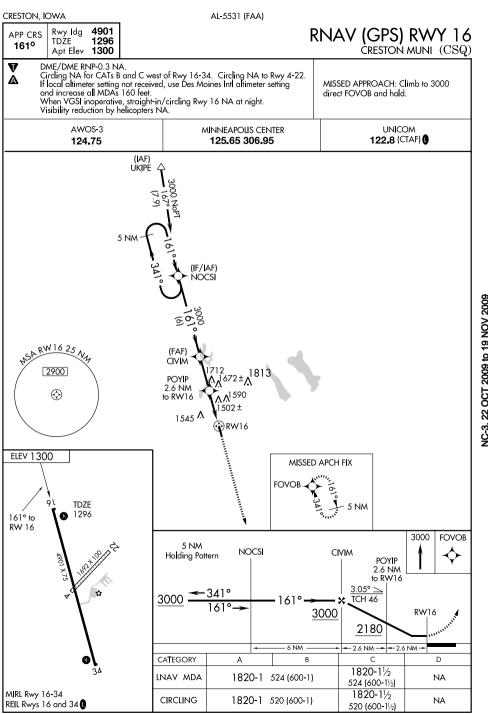


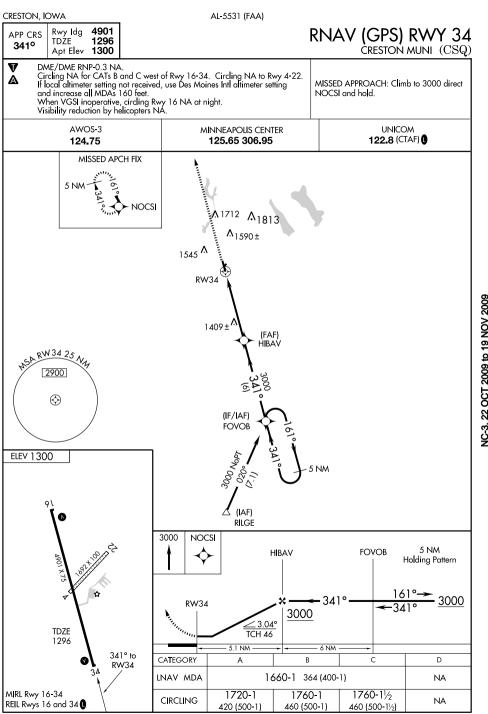


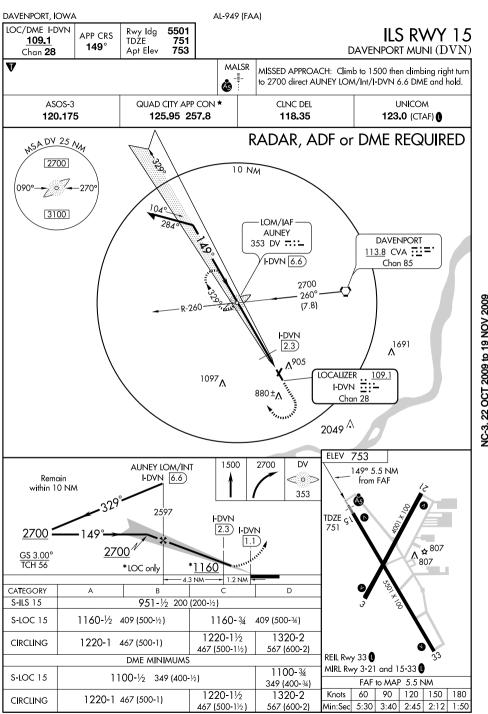






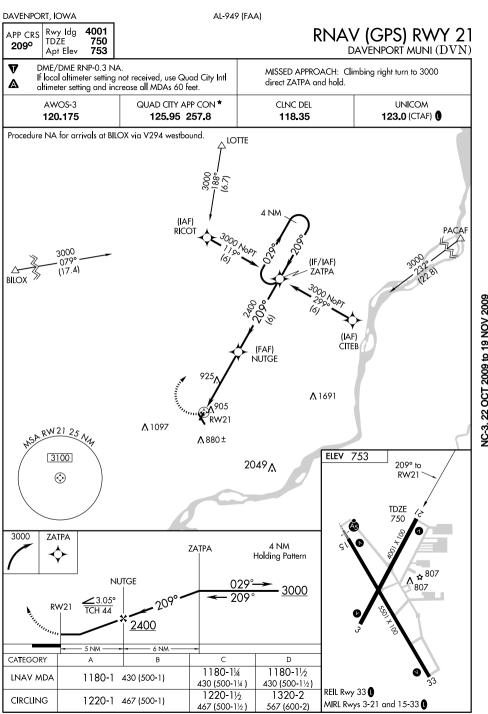


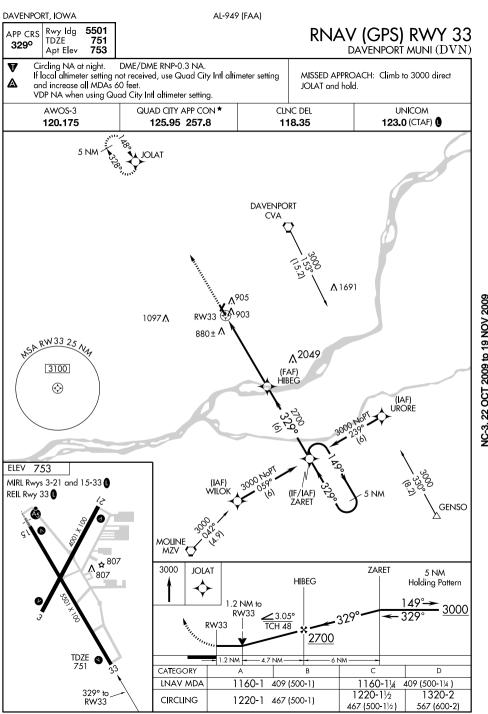


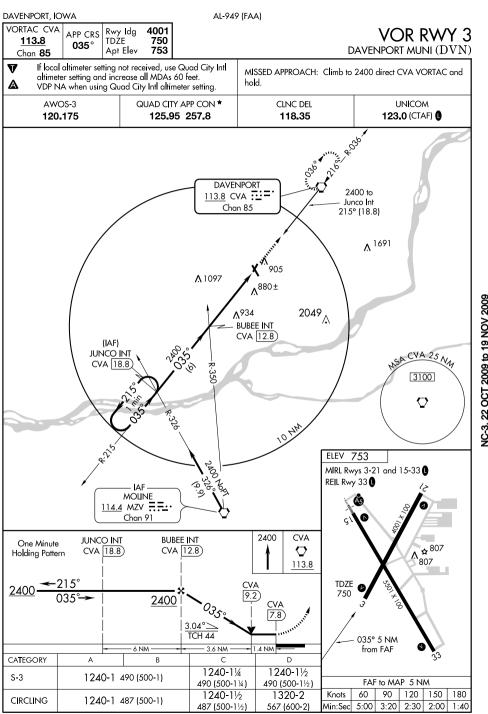


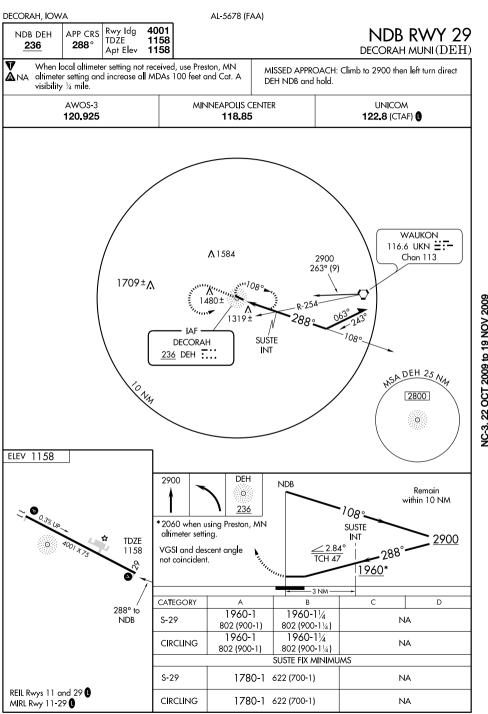
NC-3 22 OCT 2009 to 19 NOV 2009

MOSCO ELEV TDZE 751 LNAV/ DA 1111-3/4 360 (400-3/) VNAV 1200-34 1200-1 LNAV MDA 1200-1/2 449 (500-1/2) 449 (500-34) 449 (500-1) REIL Rwy 33 (1220-11/5 1320-2 CIRCLING 1220-11/4 467 (500-11/4) MIRL Rwys 3-21 and 15-33 (467 (500-1½) 567 (600-2)

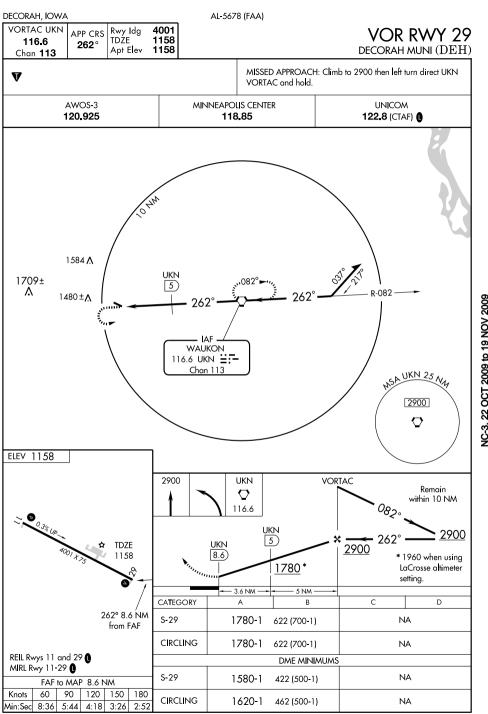


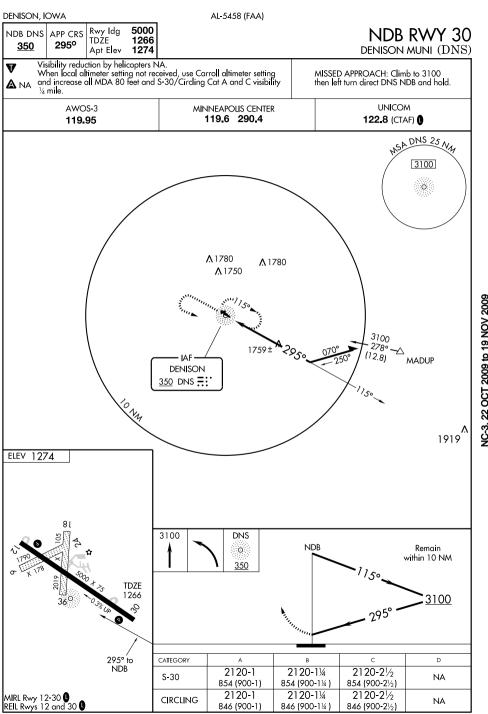






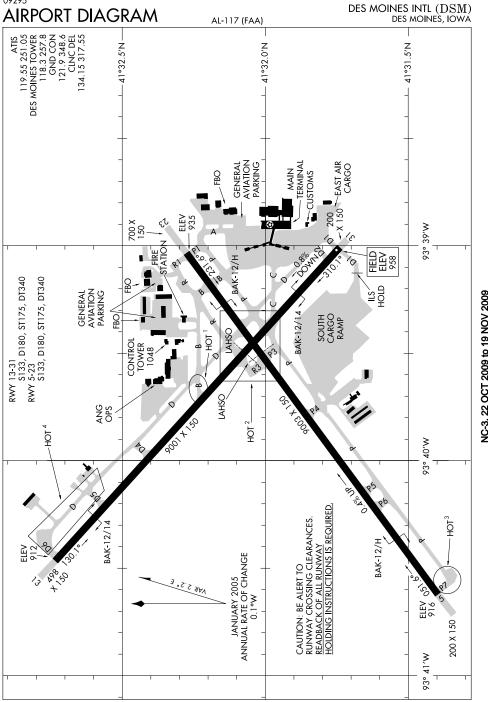
DECOR	AH, IOWA		AL-567	8 (FAA)			
APP C 294					RNAV (GPS) RWY 29 ECORAH MUNI (DEH)	
DME/DME RNP -0.3 NA. When local altimeter setting not realimeter setting and increase all N VDP NA when using Preston, MN			MDAs 100 feet. FAYNE and ho		OACH: Climbing left turn to 2900 direct		
	AWOS-3 120.925		MINNEAPOI 118	LIS CENTER 3.85	1	UNICOM 22.8 (CTAF) ()	
Λ 1584 1709±Λ 1480±Λ 1319± 2.3 NM to RW29 (FAF) AVELE (G.) (G.) (G.) (A NM) (IF/IAF) FAYNE							
	1158		o l vos			2800 ©	
REIL R	**************************************	LNA	1 NM to RV29 RW29 RW29 INM 1.3 NM EGORY V MDA 1	1920	2900 	4 NM FAYNE Holding Pattern 114°→ 294° 2900 NA NA	





DENISON, IOWA AL-5458 (FAA) WAAS Rwy Idg 5000 RNAV (GPS) RWY 12 APP CRS Ch 90409 TDŹE 1274 120° DENISON MUNI (DNS) 1274 Apt Elev W12A DME/DME RNP- 0.3 NA. For uncompensated BARO-VNAV systems, V LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). A NA BARO-VNAV and VDP NA when using Carroll altimeter setting MISSED APPROACH: Climb to When local altimeter setting not received, use Carroll altimeter setting and increase all 3900 direct OTLAZ and hold. DA 72 feet and all MDA 80 feet. Increase LPV visibility ¼ mile all Cats, LNAV/VNAV 1/4 mile all Cats, LNAV Cat C 1/4 mile, and circling Cat C 1/4 mile. 119. 119. (RCHIII (NOPT)) (RCHIII (NOPT)) AWOS-3 UNICOM MINNEAPOLIS CENTER 119.95 119.6 290.4 122.8 (CTAF) 0 (IAF))FVPF Solver Age (IF/IAF) 3300 GÉCNÚ NEVPE Λ 1888 $\langle \gamma \rangle_{0}^{2}$ AC-3 22 OCT 2009 to 19 NOV 2009 Λ 1780 **∆** 1780 **∆** 1750 (IAF) ^1599± IHKAW (FAF) **OTKAH** RW12 · mannana 1285 **IHKAW** 3300 30 NW 10 IHKAW 4 NM 1274 ELEV OTLAZ 120° to 3900 OTLAZ RW12 4 NM Holding Pattern **GECNU** TDZE **OTKAH** 1274 81 *LNAV only 300 3300 1.8 NM 200 to RW12* GS 3.00° RW12 TCH 40 VGSI and RNAV 2900 glidepath not coincident. 3.1 NM 1.8 6.1 NM CATEGORY LPV DA 1524-1 250 (300-1) NA LNAV/ DA 1554-1 280 (300-1) NA VNAV 1860-11/2 LNAV MDA 1860-1 586 (600-1) NA 586 (600-11/2) MIRL Rwy 12-30 0 1860-1 1880-1 1880-13/4 CIRCLING NA REIL Rwys 12 and 30 0 <u>586</u> (600-1) 606 (700-1) 606 (700-134)

2005 VON 61 of 6005 TOO 62 8-ON



(DSM5.DSM) 09239 DES MOINES INTL (DSM) DES MOINES FIVE DEPARTURE SL-117 (FAA) DES MOINES, IOWA CLNC DEL 134.15 317.55 GOPHER DEP CON 117.3 GEP SIOUX FALLS WEST 135.2 360.7 EAST 123.9 307.15 115.0 FSD <u>∷</u>. Chan 120 N45°08.74′-W93°22.39′ Chan 97 L-12-14, H-2 MASON CITY SIOUX CITY N43°38.97' **DUBUQUE** 114.9 MCW ... WATERIOO 115.8 DBQ **Ξ∷**:_ 116.5 SUX **∷** W96°46 87' Chan 96 112.2 ALO :---Chan 112 Chan 105 L-12, H-5 N43°05.68′ Chan 59 N42°20.67′ N42°24.09′ W93°19.79' N42°33.39′ W96°19.42′ FORT DODGE L-12, H-5 W90°42.55' W92°23.94′ L-12 113.5 FOD **∷** :-L-28. H-5 L-28. H-5 Chan 82 **NEWTON** CEDAR RAPIDS N42°36.67' **OMAHA** 114.1 CID ... 112.5 TNU 📆 🛌 W94°17.69' 116.3 OVR ... Chan 72 Chan 88 Chan 110 L-12, H-5 N41°47.03′ N41°53.25′ N41°10.04′ W91°47.14′ W93°06.54' **DES MOINES** W95°44.20' L-28, H-5 1-12 117.5 DSM <u>...</u>: L-10-12, H-5 CHICAGO O'HARE Chan 122 113.9 ORD ... N41°26.25' Chan 86 IOWA CITY W93°38.91' N41°59 26' 116.2 IOW:---L-12-27, H-5 W87°54.29′ IINCOIN Chan 109 **←>** L-28, H-5 116.1 LNK =: " N41°31.14′ Chan 108 LAMONI W91°36.80′ 116.7 LMN == L-28, H-5 N40°55.43′ BRADFORD Chan 114 W96°44.52' 114.7 BDF 🚟 N40°35.80′-W93°58.06′ BURLINGTON L-10, H-5 111.4 BRL Chan 94 L-27. H-5 OTTUMWA Chan 51 N41°09.58′ ST JOSEPH 111.6 OTM 115.5 STJ ∺ N40°43 40′ W89°35.27' Chan 53 Chan 102 W90°55.55′ L-27, H-5 N41°01.75′ L-27, H-5 N39°57.63' W92°19.55' W94°55.51′ L-27 QUINCY KIRKSVILLE L-10, H-5 113.6 UIN 🛂. 114.6 IRK :-. Chan 83 Chan 93

2. 2. 2. OCT 2009 to 19 NOV 2009

N39°50.87′-W91°16.74

L-27, H-5

NOTE: Chart not to scale.

environment only.

NOTE: Application in radar

N40°08.10'

W92°35.50′

L-27, H-5

DEPARTURE ROUTE DESCRIPTION

KANSAS CITY

Chan 79 (Y)

113.25 MCI ₹.--

N39°17.12′-W94°44.22′

L-10, H-5

TOPEKA

117.8 TOP =___

N39°08 23'

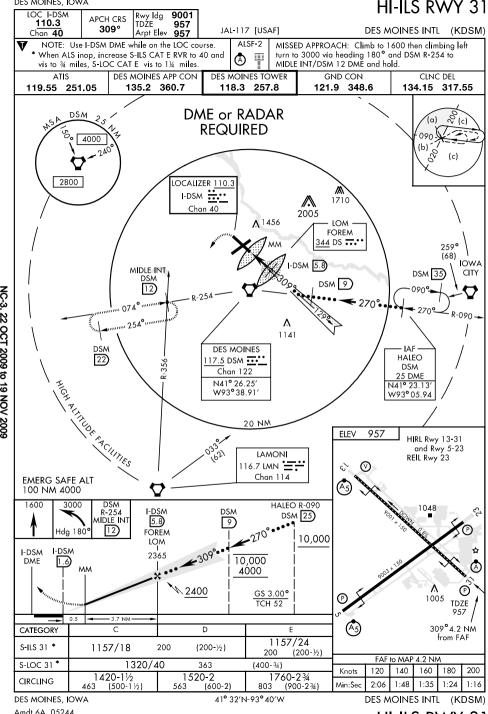
W95°32.95'

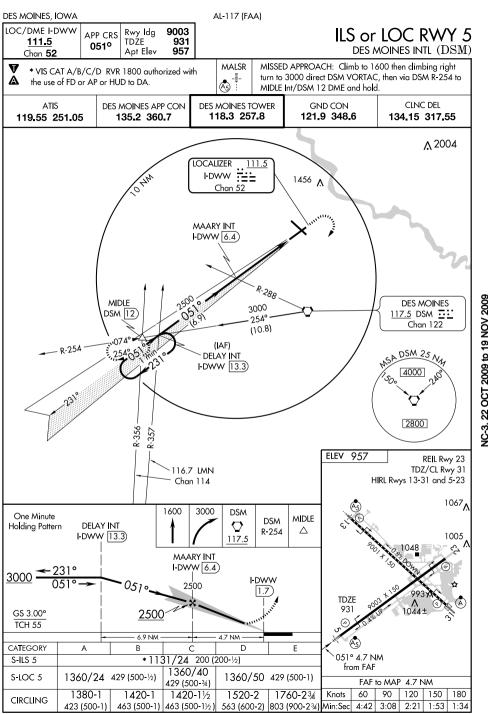
L-10

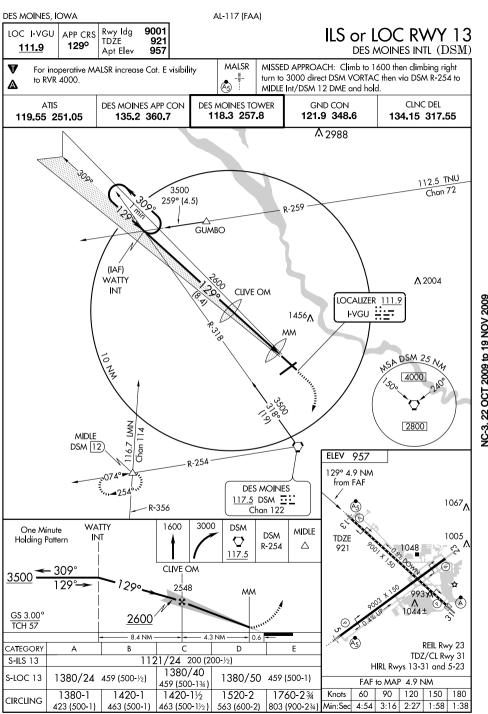
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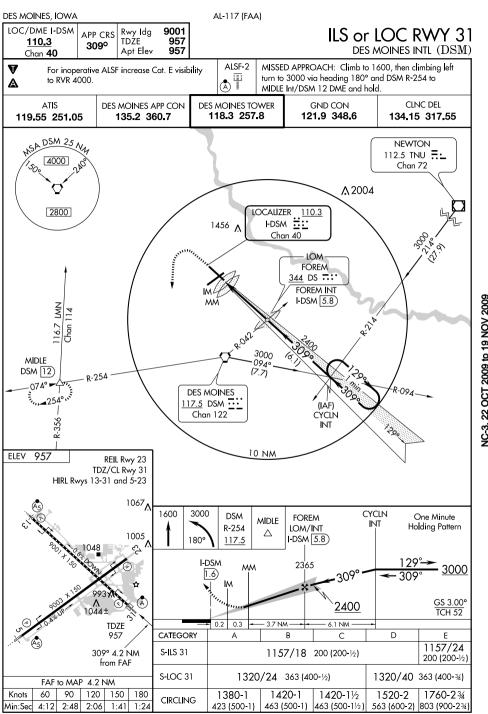
Chan 125

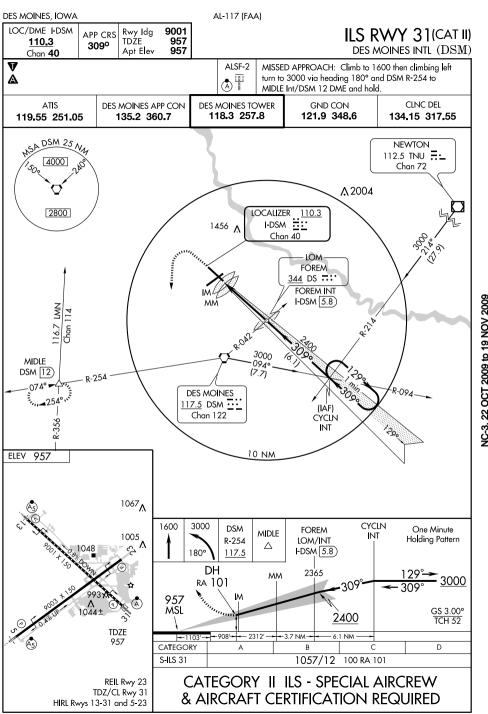
Maintain runway heading; expect vector to assigned route/fix. Maintain 5000' or assigned lower altitude. Expect clearance to filed altitude 10 minutes after departure.

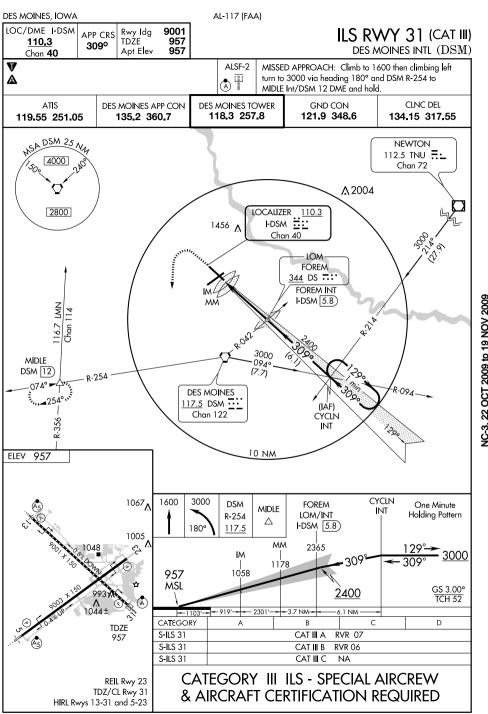


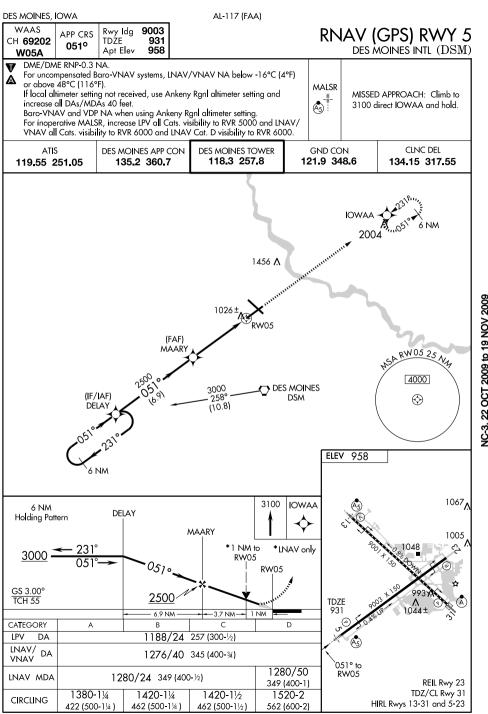


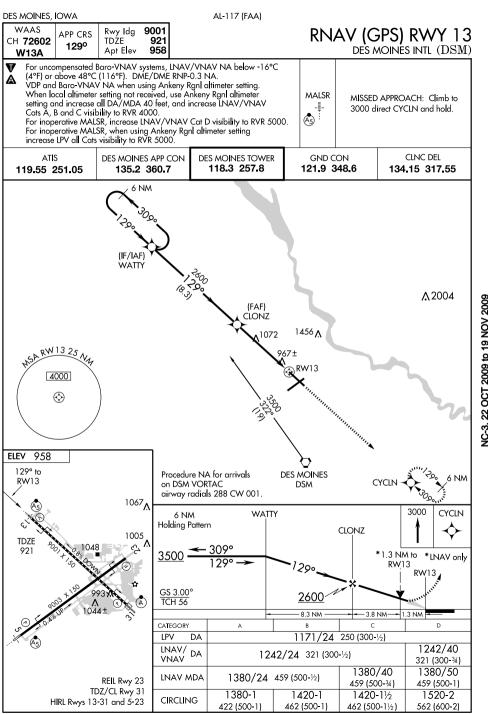


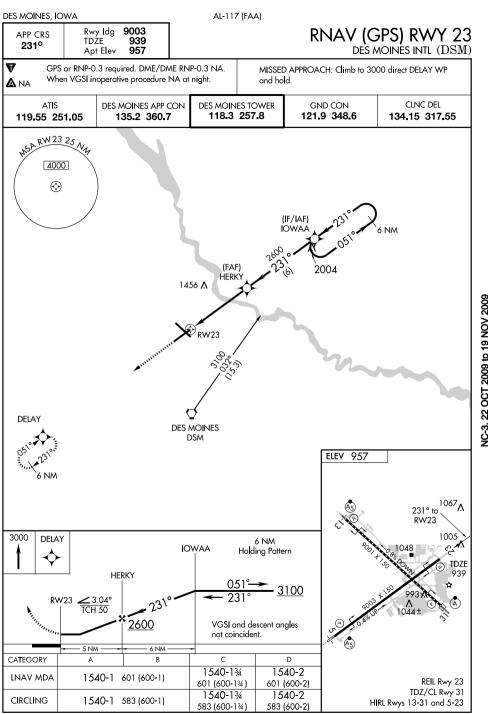




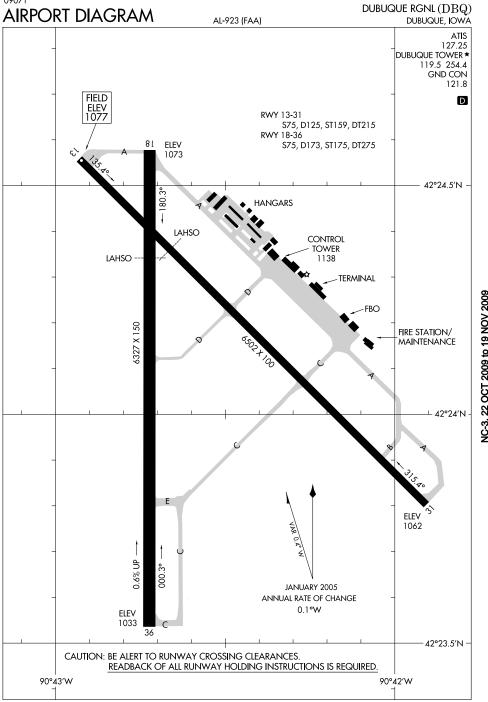


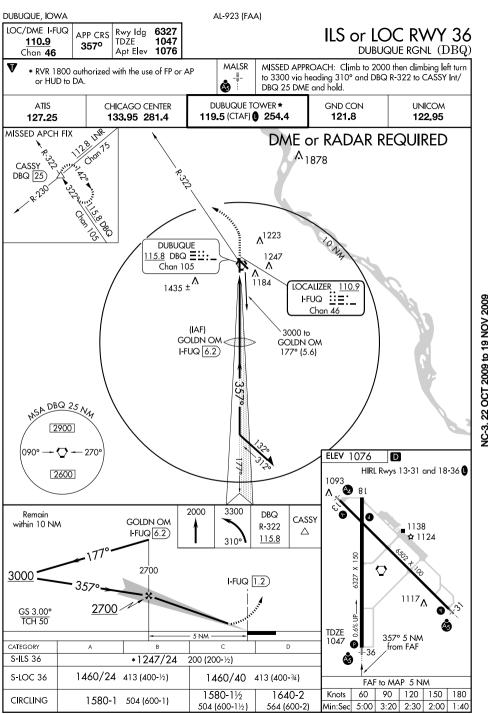


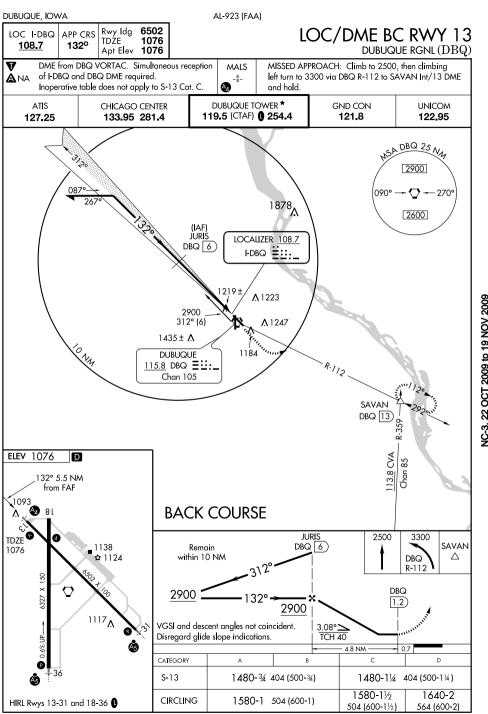


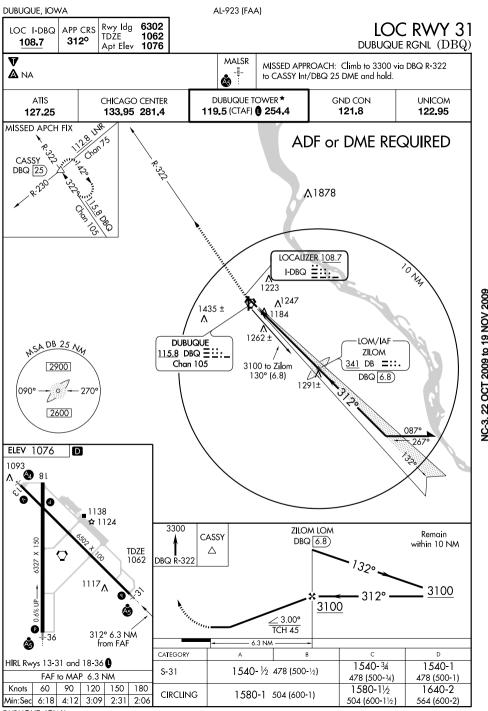


DES MOINES, IOWA AL-117 (FAA) VOR/DME TNU Rwy Ida 9003 VOR/DME RWY 23 APP CRS TDZE 939 112.5 236° DES MOINES INTL (DSM) Apt Elev 957 Chan **72** MISSED APPROACH: Climb to 2000, then climbing left turn to V When VGSI inoperative, procedure NA at night. 3000 via heading 200° and DSM VORTAC R-254 to MIDLE Δ Int/DSM 12 DME and hold. ATIS DES MOINES APP CON DES MOINES TOWER GND CON CLNC DEL 118.3 257.8 121.9 348.6 135.2 360.7 134.15 317.55 119.55 251.05 NoPT for arrivals on TNU VOR/DME airway radials 031 clockwise to 081. ^2996 **∧** 2988 R-056 $ooi_{\mathcal{E}}$ IAF NEWTON 112.5 TNU 📑 2004 Chan 72 **EXPEN** NC-3, 22 OCT 2009 to 19 NOV 2009 TNU [17] TNU 30 Ny 1456 1 DIPPO TNU 23 şaaranını 2700 MIDLE DSM 12 DES MOINES 117.5 DSM 🙃: R-254 _____ Chan 122 15 NM ELEV 957 236° 5.5 NM 1067 from FAF 2000 3000 939 1005 DSM One Minute MIDIF VOR/DME R-254 Holding Pattern Δ **EXPEN** 200° 117.5 TNU [17) DIPPO TNU TNU 23) 28.5 - 236° 3000 **∠** 2.95° 3000 TCH 50 2700 VGSI and descent angles not coincident. 5.5 NM -- 17 NM -6 NM CATEGORY 1720-1 1720-11/4 1720-21/4 1720-21/2 S-23 781 (800-1) 781 (800-11/4) 781 (800-21/4) 781 (800-21/2) REIL Rwy 23 1720-1 1720-21/2 1720-11/4 1720-21/4 TDZ/CL Rwy 31 CIRCLING 763 (800-1) 763 (800-11/4) 763 (800-21/4) 763 (800-21/2) HIRL Rwys 13-31 and 5-23

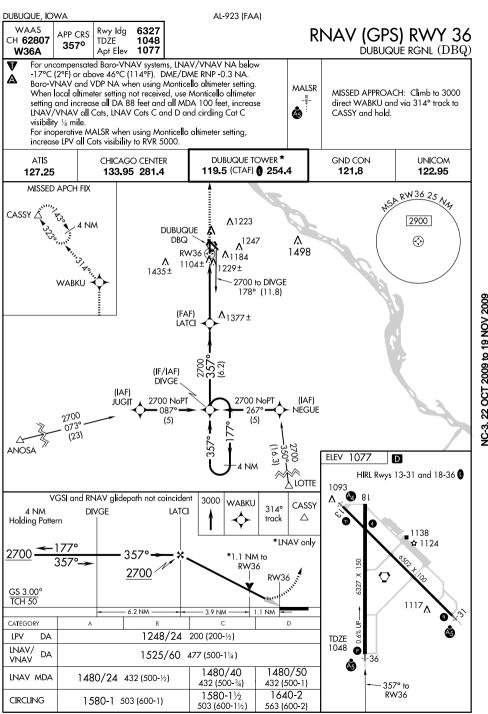








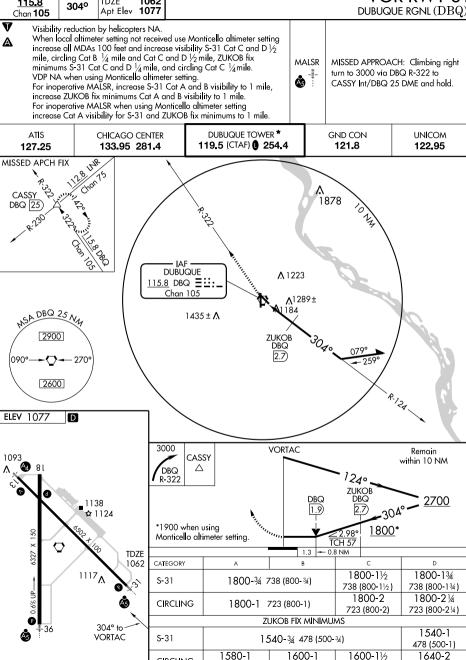
NC-3, 22 OCT 2009 to 19 NOV 2009



6302 VORTAC DBQ Rwy Idg APP CRS 1062 TDŹE 115.8

DUBUQUE, IOWA

VOR RWY 31 DUBUQUE RGNL (DBQ)



CIRCLING

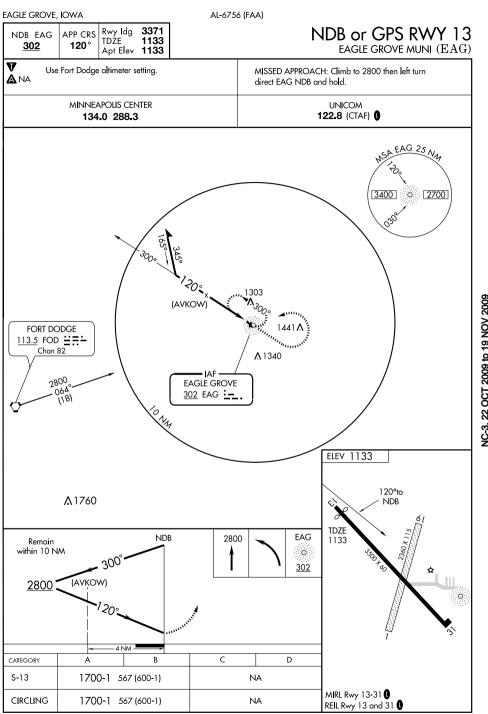
503 (600-1)

523 (600-1)

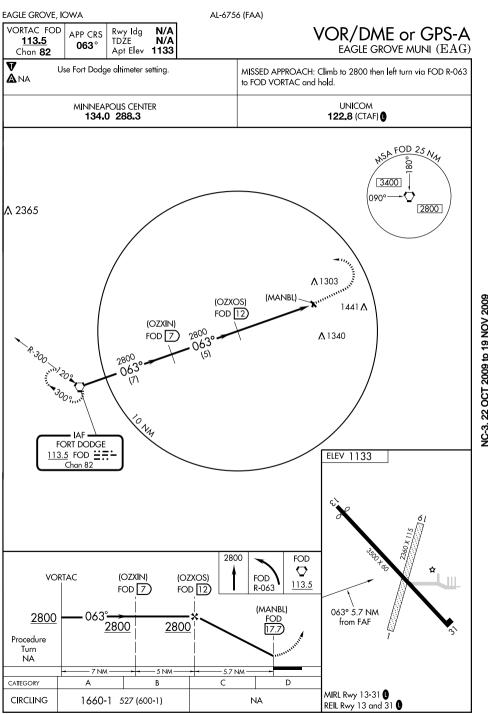
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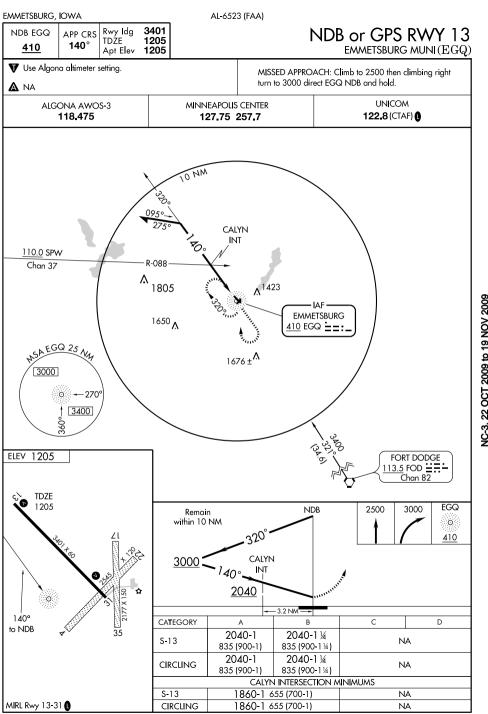
563 (600-2)

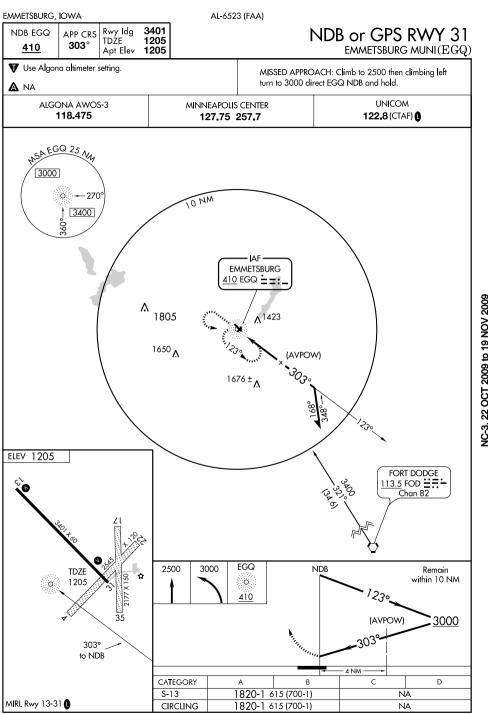
HIRL Rwys 13-31 and 18-36

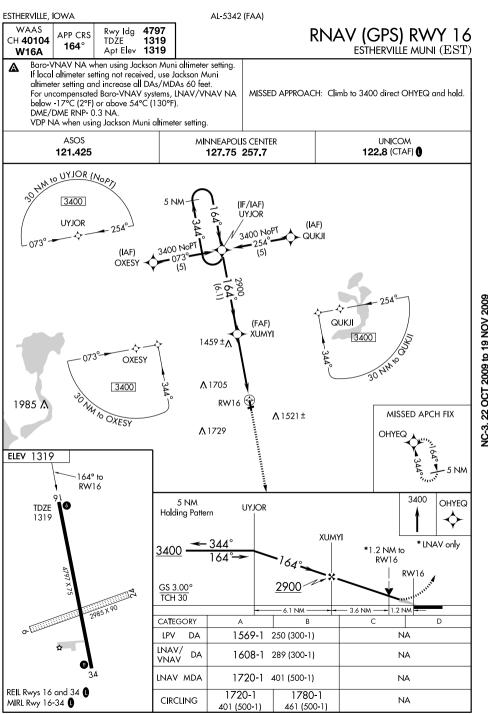


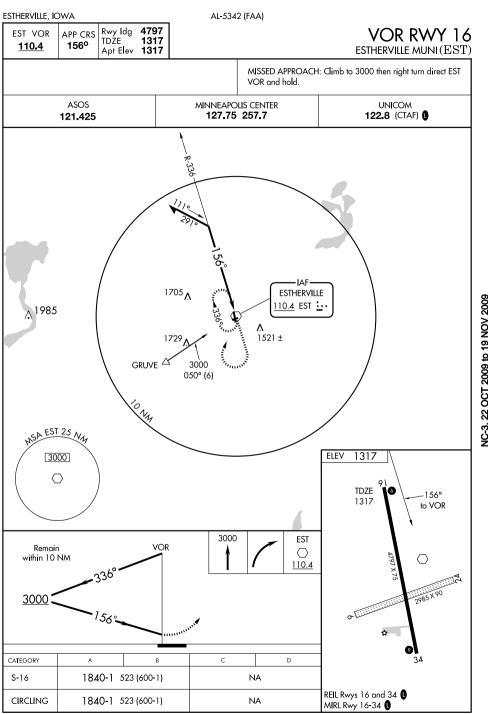
EAGLE GROVE, IOWA AL-6756 (FAA) Rwy Ida 3500 RNAV (GPS) RWY 31 EAGLE GROVE MUNI (EAG) APP CRS TDŹE 1133 3130 Apt Elev 1133 V Use Fort Dodge altimeter setting. MISSED APPROACH: Climb to 2000 then climbing right turn to GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA. 3000 direct SAYQU WP and hold. UNICOM MINNEAPOLIS CENTER 134.0 288.3 122.8 (CTAF) 0 Λ 1303 .1239± **∧**1441 RW31 1.4 NM to RW31 (FAF) 13[']50± (IAF) UKYUG IWDIY 3000 -281°. (10.5) FORT DODGE NC-3, 22 OCT 2009 to 19 NOV 2009 FOD ALOCK 3000 4 NM (IF/IAF) SAYQU (IAF) OYIQY 15A RW31 25 Ny 3400 **ELEV 1133** \Diamond **∴1721** 2000 3000 SAYQU 4 NM Holding Pattern SAYQU UKYUG 1.4 NM to ≤3.08° RW31 TCH 40 RW31 3000 TDZE 1133 1640 313° to -- 1.4 NM-4.2 NM -5.4 NM -**RW31** CATEGORY Α C D LNAV MDA 1540-1 407 (500-1) NA MIRL Rwy 13-31 CIRCLING 1660-1 527 (600-1) NA REIL Rwys 13 and 31 1

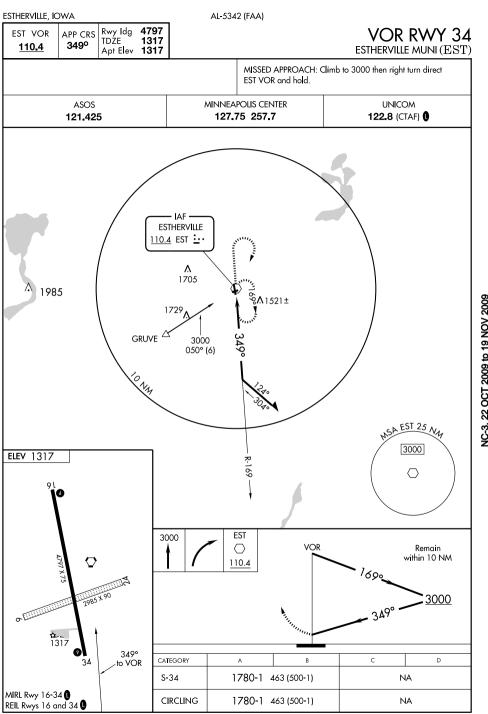


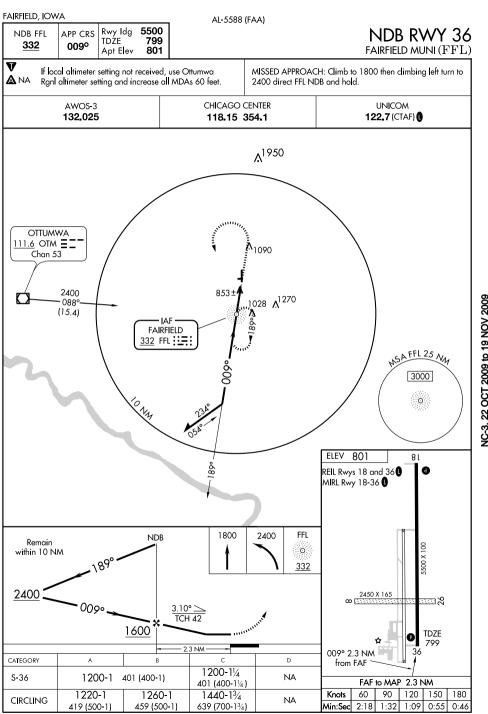


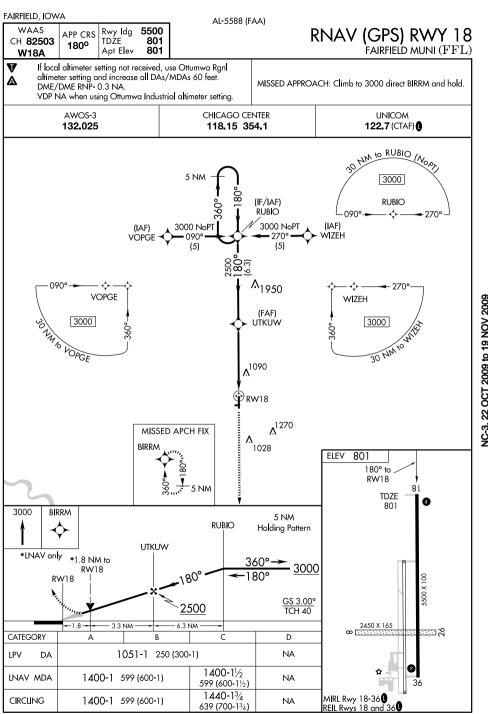


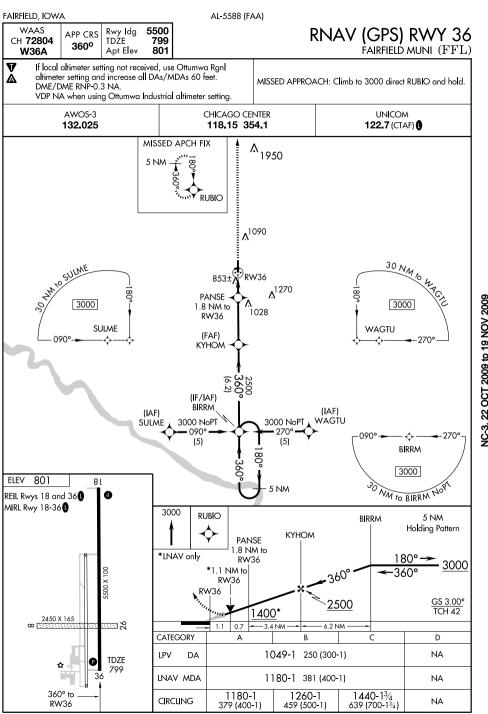


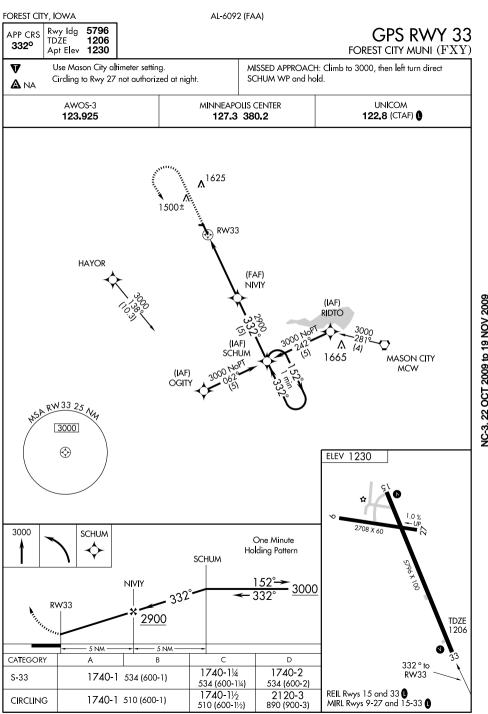


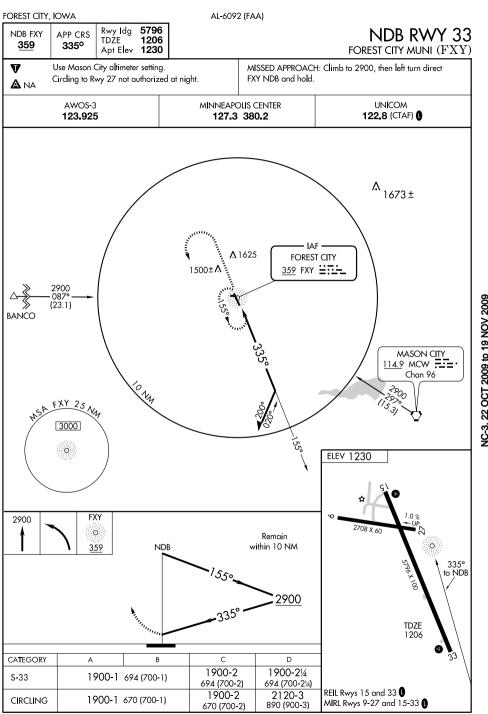


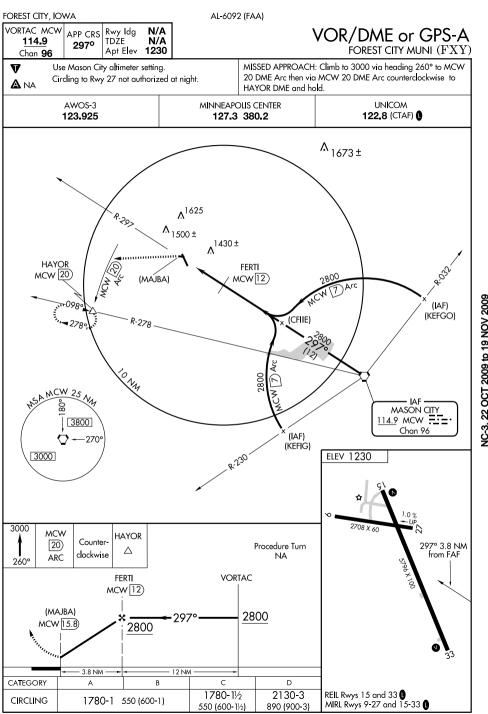


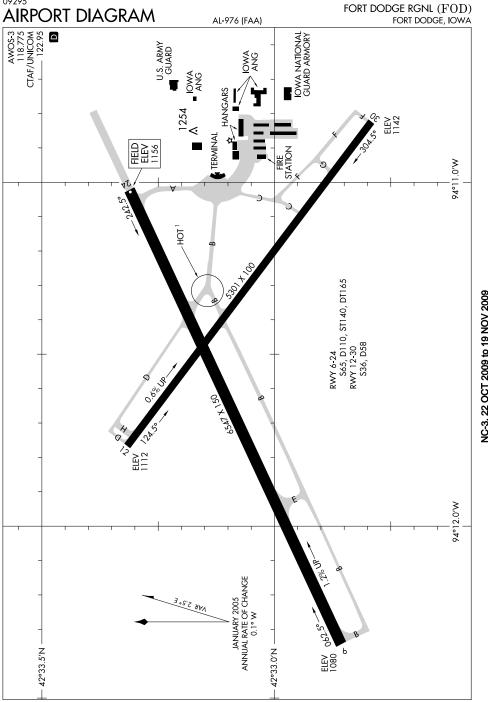


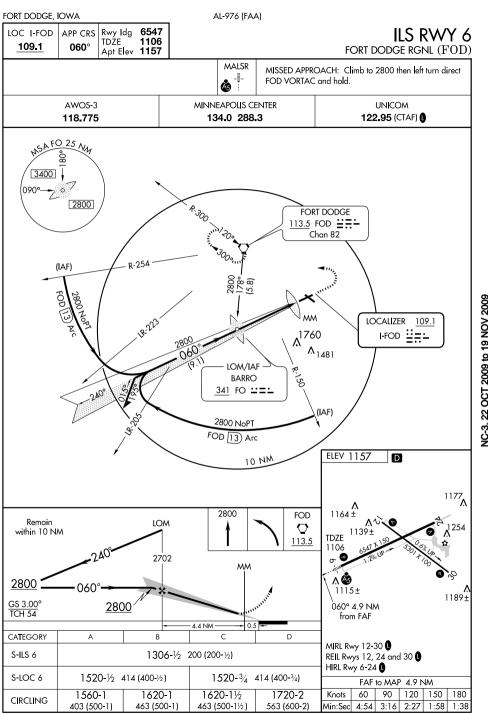


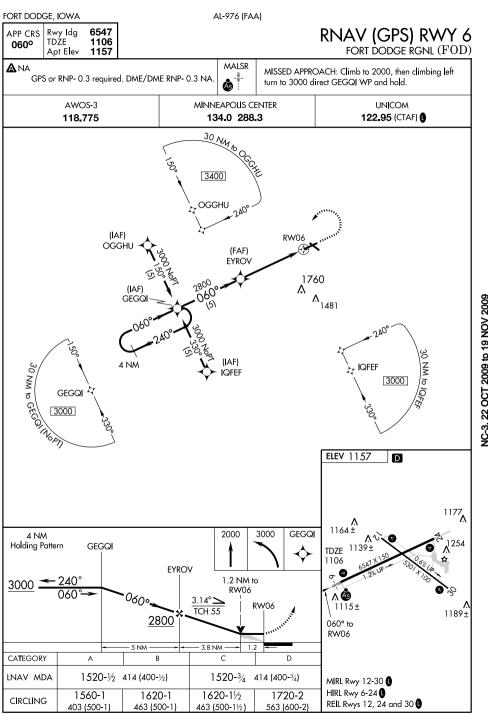


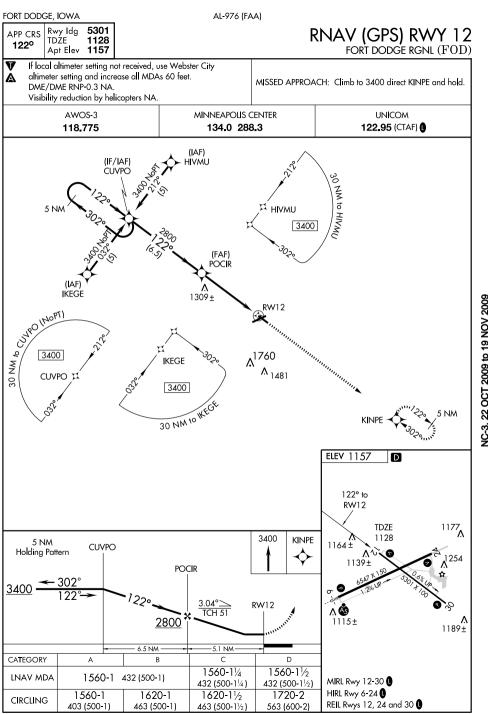


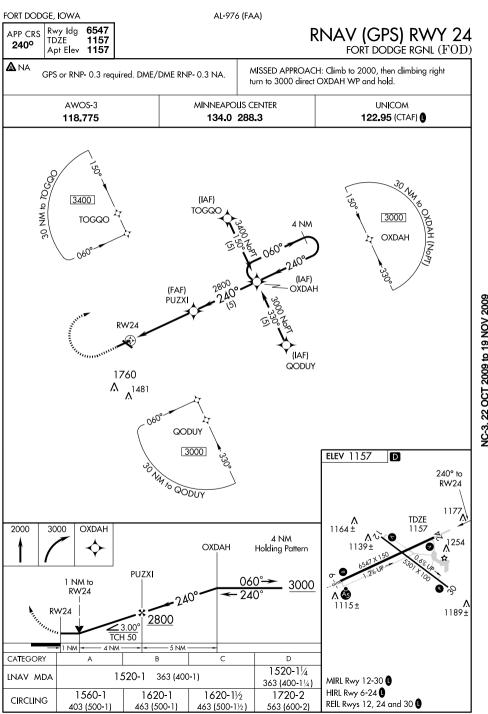


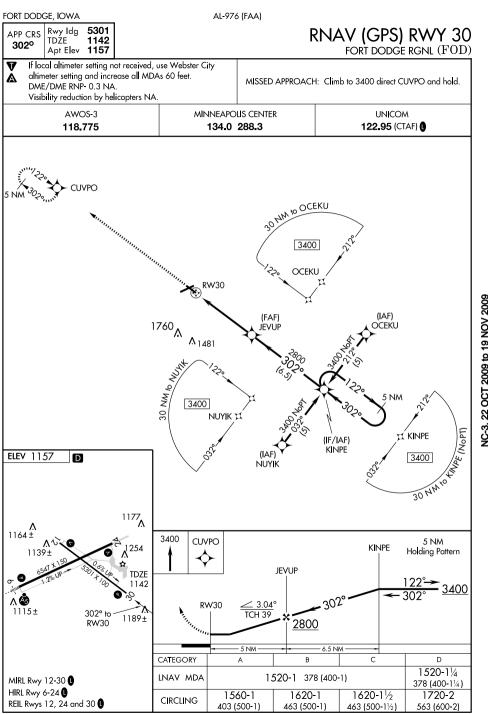


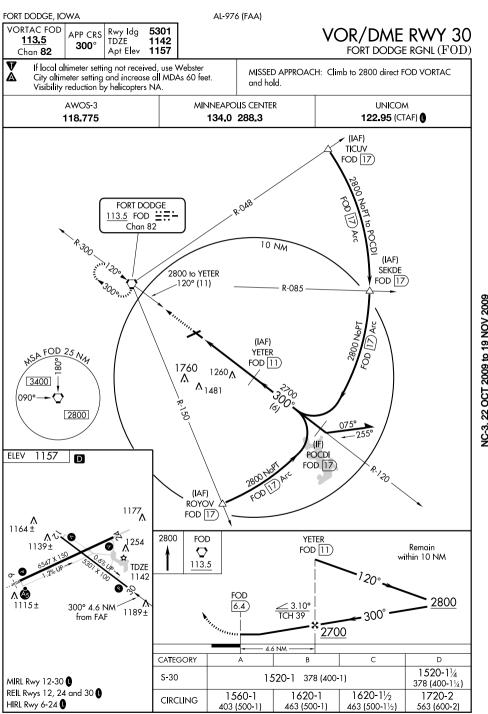


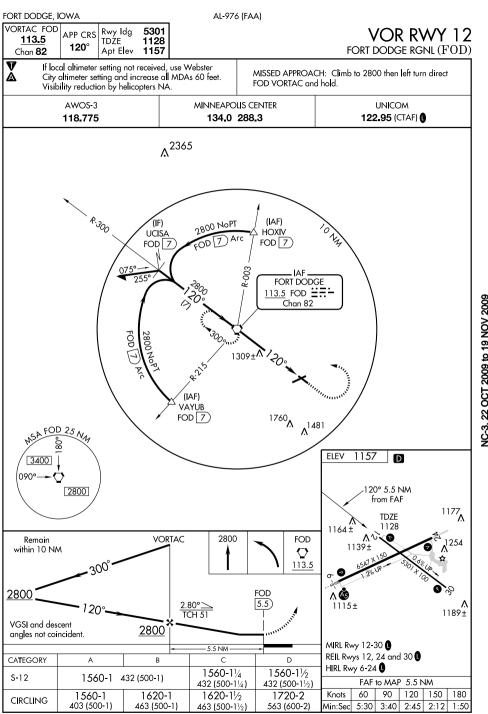


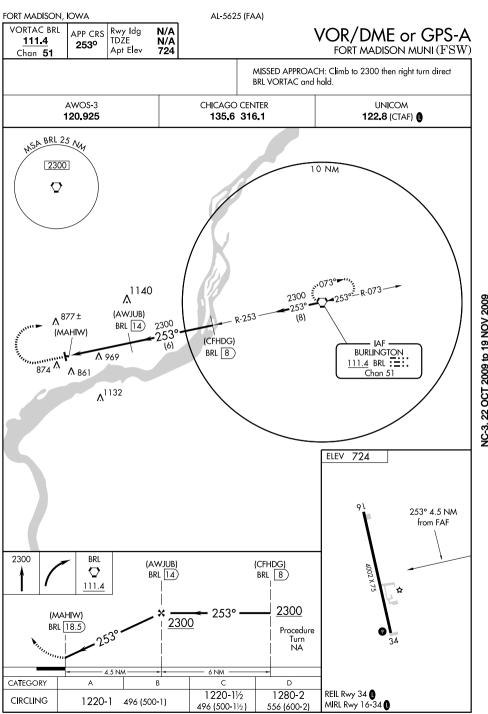


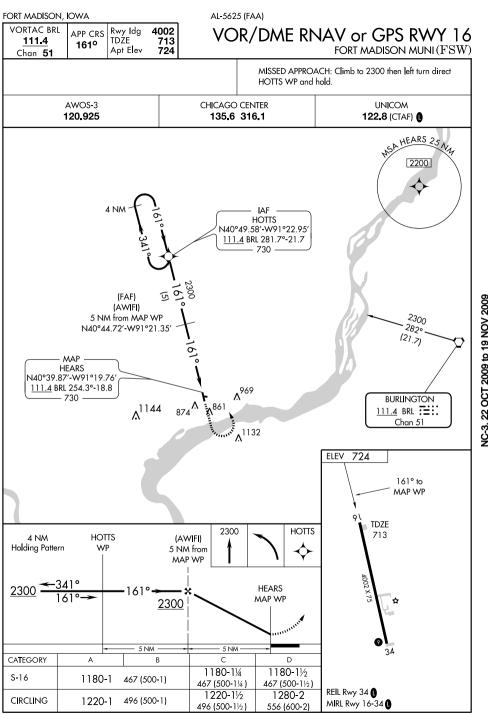


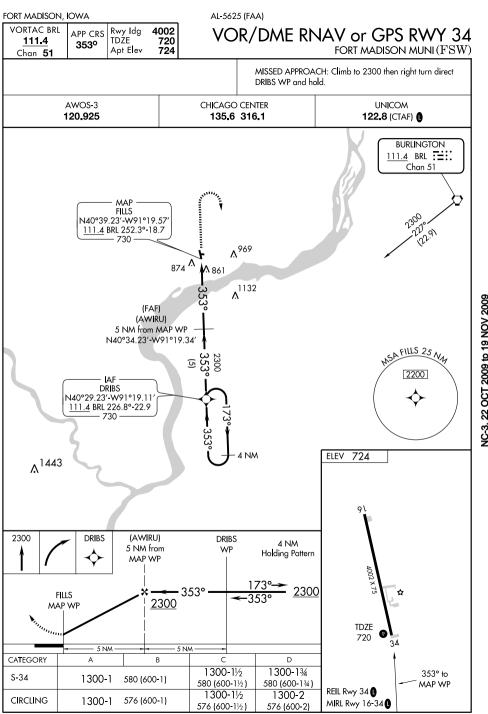


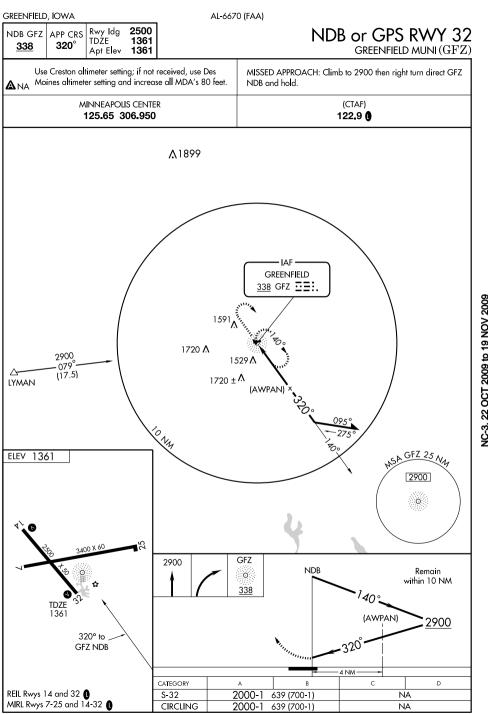


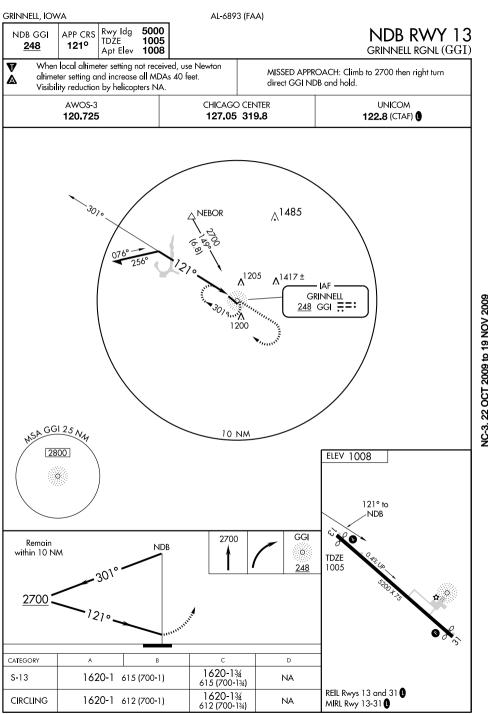










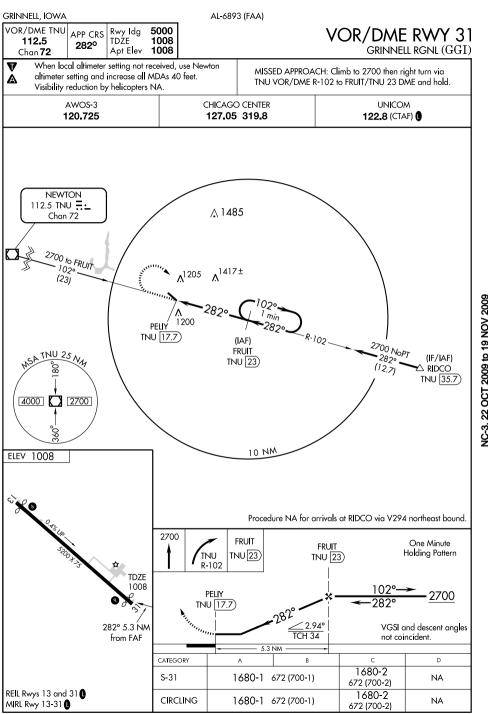


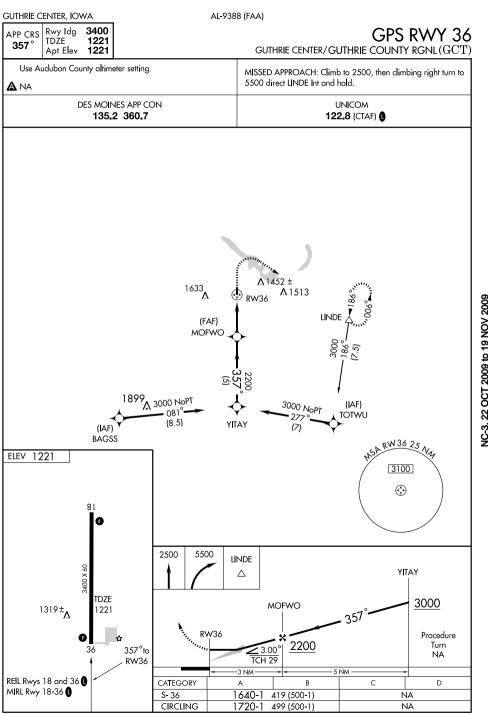
GRINNELL, IOWA AL-6893 (FAA) WAAS 5000 Rwy Idg RNAV (GPS) RWY 13 APP CRS CH 58107 TDŹF 1005 129° GRINNELL RGNL (GGI) Apt Elev 1008 W13A V When local altimeter setting not received, use Newton altimeter setting and increase all DAs 38 feet and all MDAs 40 feet, increase LPV and Α LNAV/VNAV visibility ¼ mile all Cats and LNAV Cat C visibility ¼ mile. MISSED APPROACH: Climb to 3000 direct Baro-VNAV NA when using Newton altimeter setting. PICRA and hold. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA. AWOS-3 CHICAGO CENTER UNICOM 120.725 127.05 319.8 122.8 (CTAF) 0 Procedure NA for arrivals at BEIGE via V172 eastbound. (IAF) ĊIRYI 300 40 (IF/IAF) BEIGE 1,99 BAXKO 273° (30.4)^¹⁴⁸⁵ (FAF) (IAF) APADY DEFSA 1075 ± SARW 13 25 Ny 1417± 1205 2800 A THE THE PERSON OF THE PERSON \bigcirc 1200 SINGR ELEV 1008 Rwy 13 ldg 5000' Rwy 31 ldg 5000' 3000 PICRA 4 NM **BAXKO** 129° to Holding Pattern RW13 APADY 3000 TDZE 1005 RW13 GS 3.00° 2700 TCH 34 6.1 NM 5.2 NM CATEGORY С D LPV DA 1284-1 279 (300-1) NA LNAV/ 1415-11/2 410 (500-11/2) DA NA VNAV 1480-11/4 LNAV MDA 1480-1 475 (500-1) NA 475 (500-11/4) REIL Rwys 13 and 31 1620-13/4 1620-1 612 (700-1) CIRCLING NA MIRL Rwy 13-31 (612 (700-134)

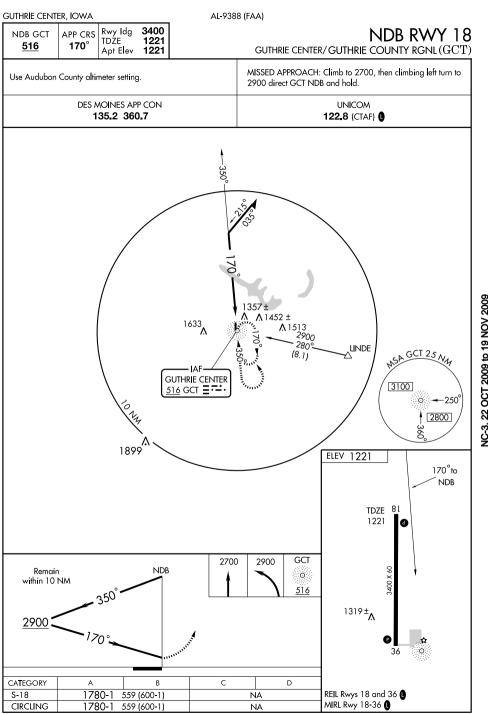
2007 VON 61 of 6007 TOO 62 8-CN

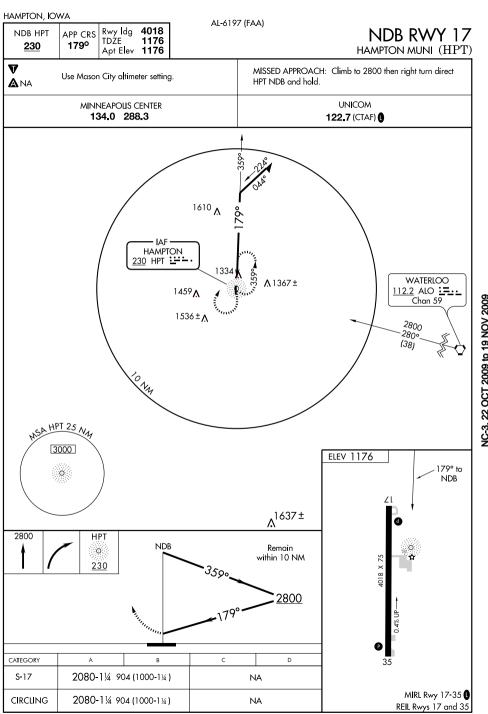
GRINNELL, IOWA AL-6893 (FAA) Rwy Ida 5000 RNAV (GPS) RWY 31 APP CRS TDŹE 1008 309° GRINNELL RGNL (GGI) Apt Elev 1008 When local altimeter seting not received, use Newton V altimeter setting and increase all MDAs 40 feet. A MISSED APPROACH: Climb to 3000 direct BAXKO and hold. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA. AWOS-3 CHICAGO CENTER UNICOM 127.05 319.8 122.8 (CTAF) 1 120.725 BAXKO Λ¹⁴⁸⁵ * Harristan da de la company d Λ^{1417±} 1205 😿 RW31 1260 ± 🗥 (IAF) 1200 (FAF) IMOGE GUERN 3000 NOPT SA RW31 25 Ny 246° (15) 2800 \bigcirc (IF/İAF) PICRA 1008 **ELEV** Rwy 13 ldg 5000' Rwy 31 ldg 5000' (IAF) NASAL Procedure NA for arrivals at NASAL via V6-8 westbound. 3000 BAXKO VGSI and descent angles not coincident. 4 NM **PICRA** Holding Pattern **IMOGE** TDZE 3000 1008 309° 23.04° RW31 TCH 40 2600 309° to 4.8 NM 6.3 NM **RW31** CATEGORY Α D 1560-11/2 NA LNAV MDA 1560-1 552 (600-1) 552 (600-11/2) REIL Rwys 13 and 31 1620-134 CIRCLING 1620-1 612 (700-1) NA MIRL Rwy 13-31 612 (700-134)

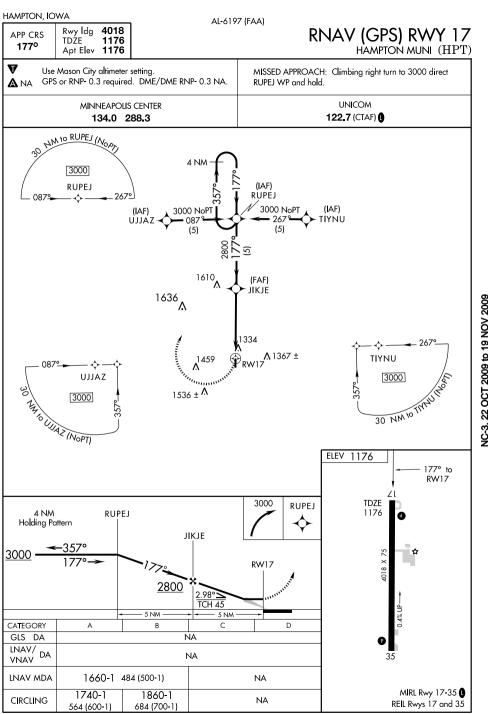
NC-3, 22 OCT 2009 to 19 NOV 2009

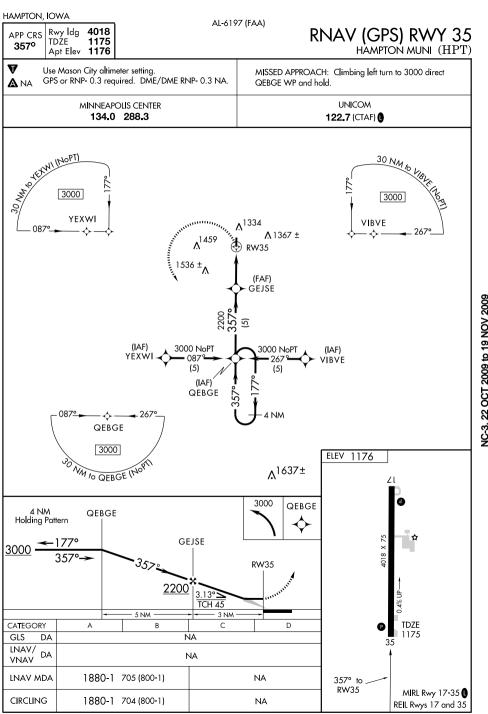


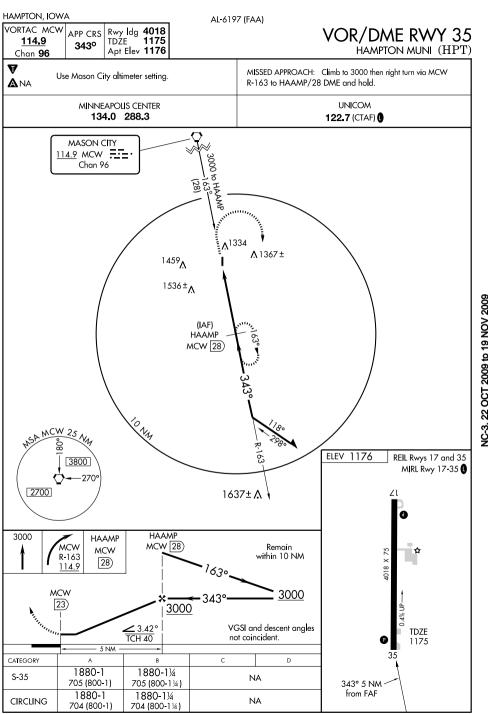


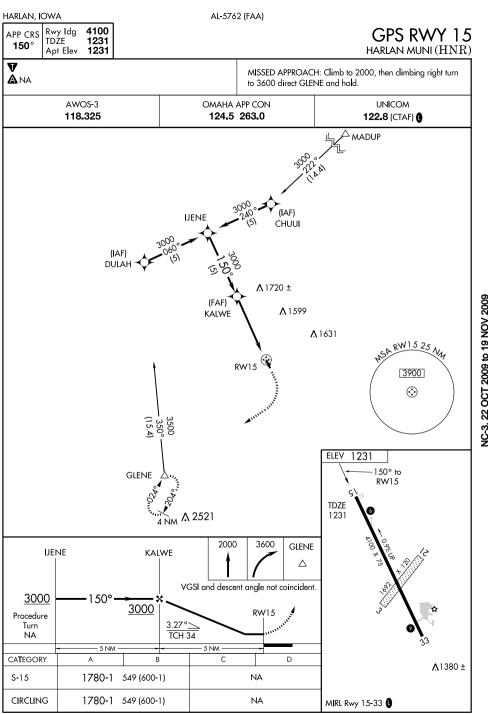


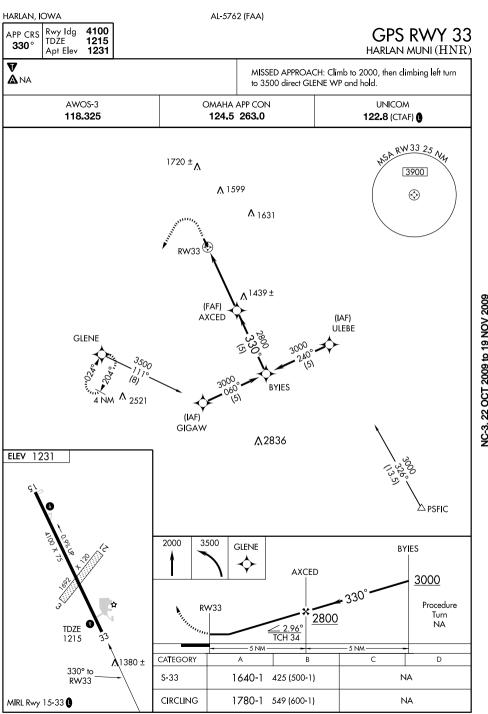


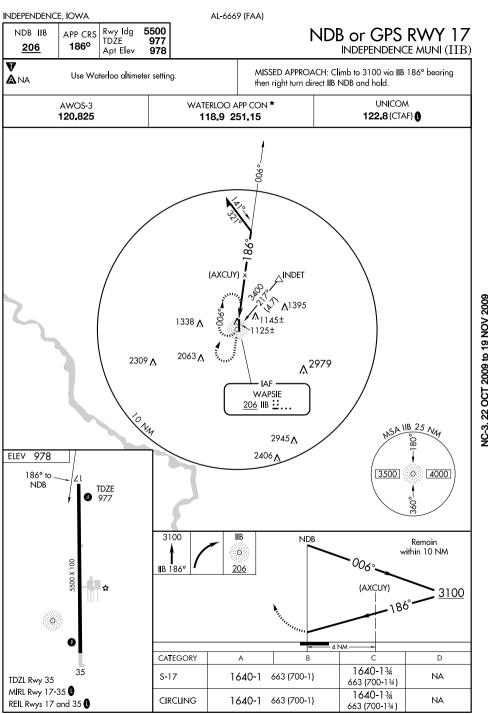






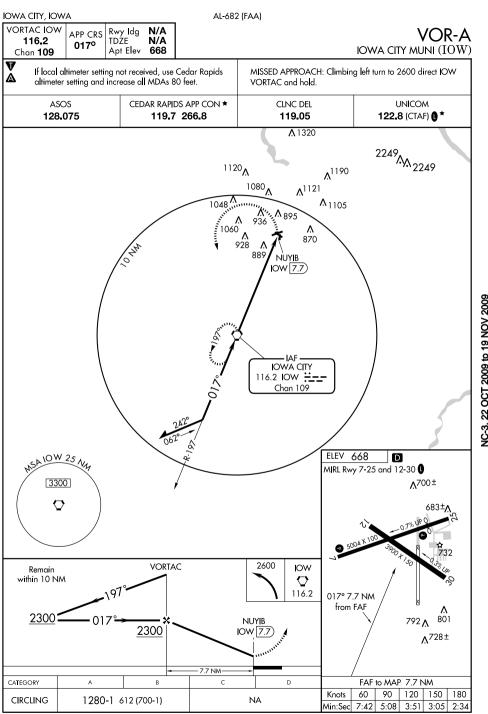


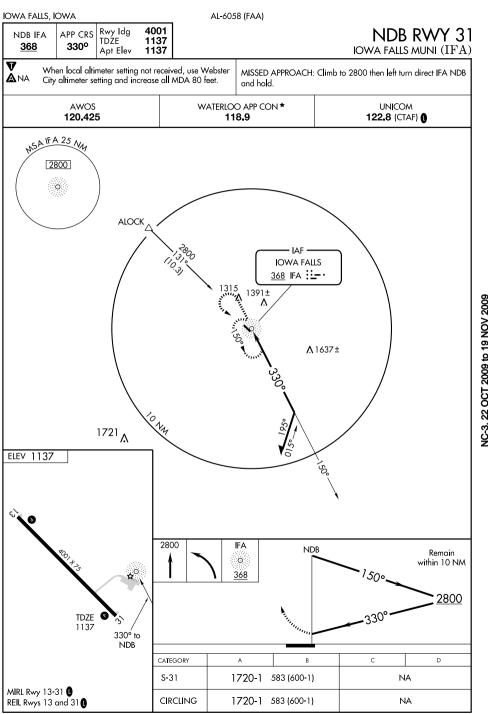




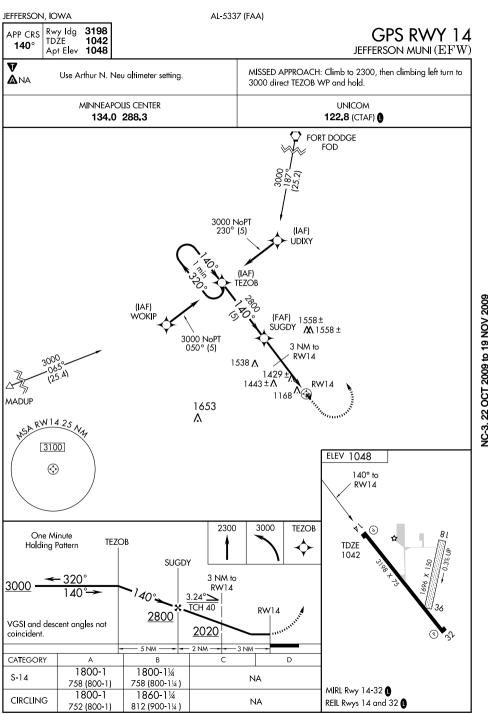
IOWA CITY, IOWA AL-682 (FAA) WAAS Rwy Idg 4196 RNAV (GPS) RWY 25 APP CRS CH 58207 657 TDŹF 2490 IOWA CITY MUNI (IOW) 684 W25A Apt Elev V For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). A DME/DME RNP- 0.3 NA. Visibility reduction by helicopters NA. MISSED APPROACH: Climb to 2600 direct HIBKA When local altimeter setting not received, use Cedar Rapids altimeter setting and increase all DA 66 feet and LPV and LNAV/VNAV all and via 172° track to IOW VORTAC and hold Cats visibility 1/4 mile, increase all MDA 80 feet. Baro-VNAV and VDP NA when using Cedar Rapids altimeter setting. ASOS CEDAR RAPIDS APP CON * CLNC DEL **UNICOM** 122.8 (CTAF) (* 128.075 119.05 119.7 266.8 SA RW 25 25 M (IAF) Z SÒLUM 3300 \bigcirc (IAF) BILOX Λ 1320 3300 253° ²²⁴⁹⁄⁄_{\(\inft\)2249} (15.2) 1190 2300 Λ 1120 BÚCKA 249° (3.1) Λ 1080 Λ¹¹²¹ AC-3 22 OCT 2009 to 19 NOV 2009 **∧**¹¹⁰⁵ 828± 1060 **^ HEWRI** (FAF) ⁹²⁸∧ ĠRAFY RW25 870 HIBKA ROLOC 889 2.5 NM to RW25 (IAF) MÒSCO IOWA CITY IOW ELEV 684 D 4 NM 2600 249° to ^700± HIBKA **BUCKA** IOW 172° RW25 track HEWRI **GRAFY** 3300 ROLOC *LNAV only TDZE 2.5 NM to 657 Procedure *1.6 NM RW25 2800 to RW25 Turn ▶ RW25 NA 2300 GS 3.00° 1480* TCH 40 1.6 NM 0.9 NM 2.5 NM CATEGORY С D LPV NA DA 1051-11/2 394 (400-11/2) ^^{728±} LNAV/ 1161-13/4 504 (500-13/4) NA DΑ VNAV NA LNAV MDA 1200-1 543 (600-1) CIRCLING 1260-1 576 (600-1) NA MIRL Rwy 7-25 and 12-30 (

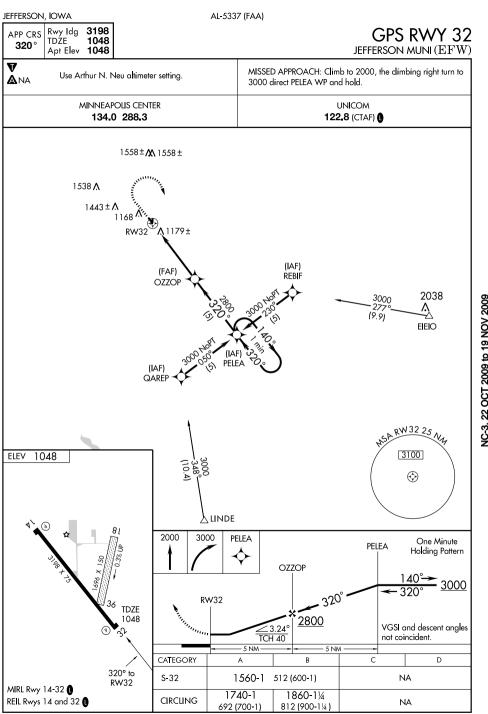
NC-3 22 OCT 2009 to 19 NOV 2009

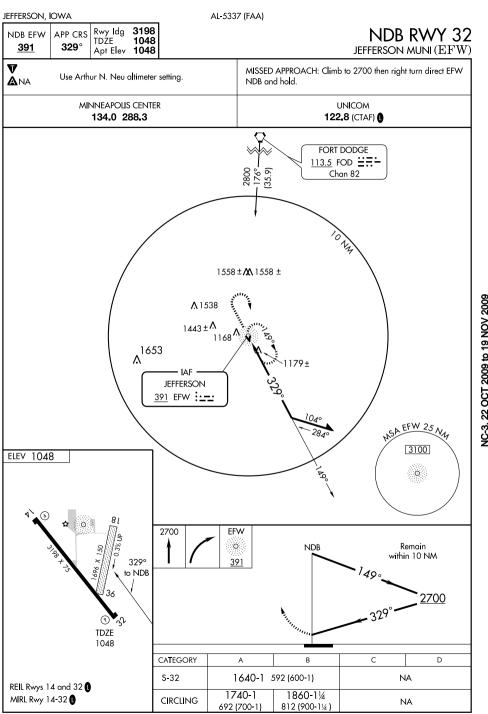


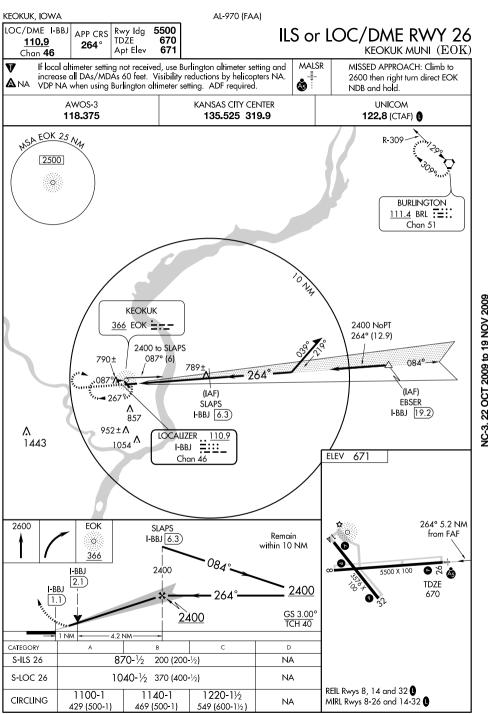


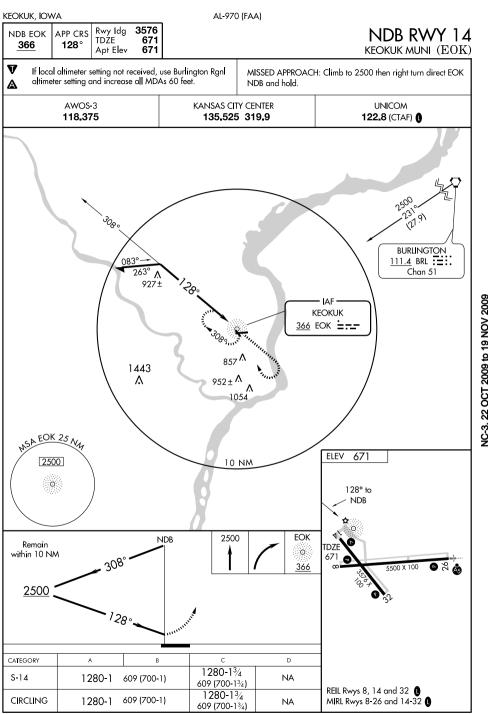
IOWA FALLS, IOWA AL-6058 (FAA) 4001 RNAV (GPS) RWY 31 IOWA FALLS MUNI (IFA) Rwy Ida APP CRS TDŹE 1137 312° Apt Elev 1137 DME/DME RNP- 0.3 NA When local altimeter setting not received, use Webster City MISSED APPROACH: Climb to 4000 direct URUYO and via 313° A altimeter setting and increase all MDA 80 feet. track to ALOCK and hold, continue climb-in-hold to 4000. VDP NA when using Webster City altimeter setting. **AWOS** WATERLOO APP CON ★ UNICOM 120,425 118.9 122.8 (CTAF) 0 ALOCK AL VIIIIIII BERNING BRANCH **URUYO** ∧¹³¹⁵ Procedure NA for arrivals at ALO VORTAC Λ_{1391±} airway radials 267 CW 302. RW31 WISBU 1.7 NM to WATERLOO RW31 **\(\)** 1637± 1269 ALO 0004 (IAF) 247° -(28.8) 2005 VOV 51 0009 to 19 NOV 2009 (FAF) UKEY ZIROL Λ¹⁷²¹ 4 NM (IF/IAF) (IAF) VEYUD **ZABEB** 15A RW31 25 Ny ELEV 1137 2800 \bigcirc NEWTON TNU 4000 **URUYO** 4 NM **VFYUD** 313° **ALOCK** Holding Pattern track Δ ZIROL WISBU 1.7 NM to ≤3.04° RW31 1.1 NM to TCH 40_ 🔆 RW31 RW31 TDZE 2800 1137 VGSI and descent angles 1720 not coincident. 1.1 NM 0.6 NM -3.3 NM--6.1 NM -312° to C D CATEGORY **RW31** LNAV MDA 1520 - 1383 (400-1) NA MIRL Rwy 13-31 CIRCLING 1600-1 463 (500-1) NA REIL Rwys 13 and 310

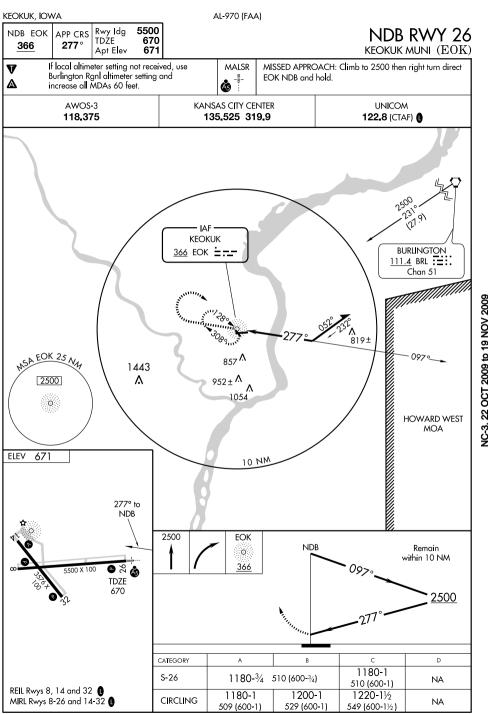


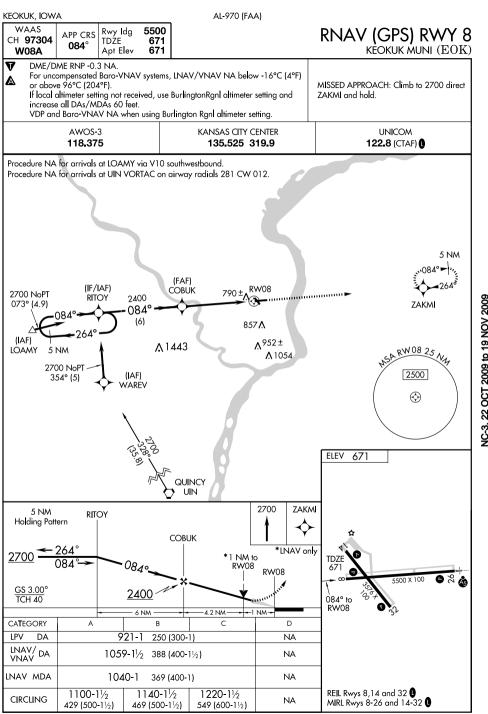












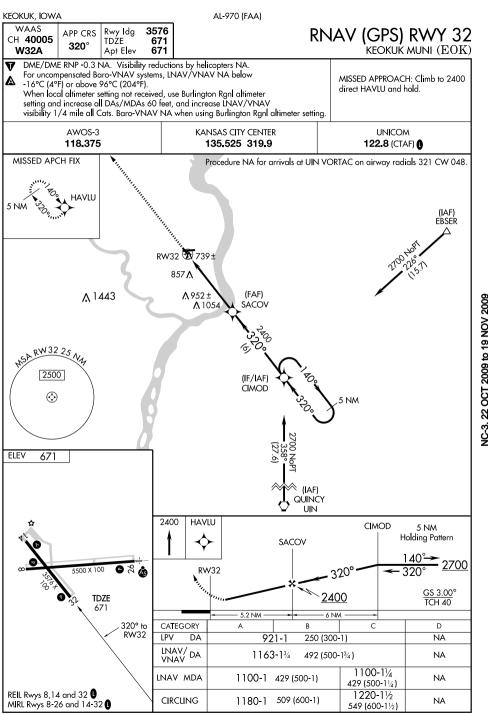
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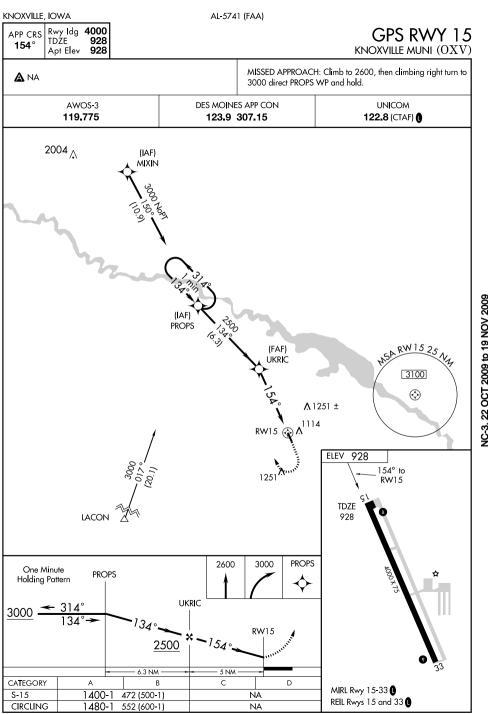
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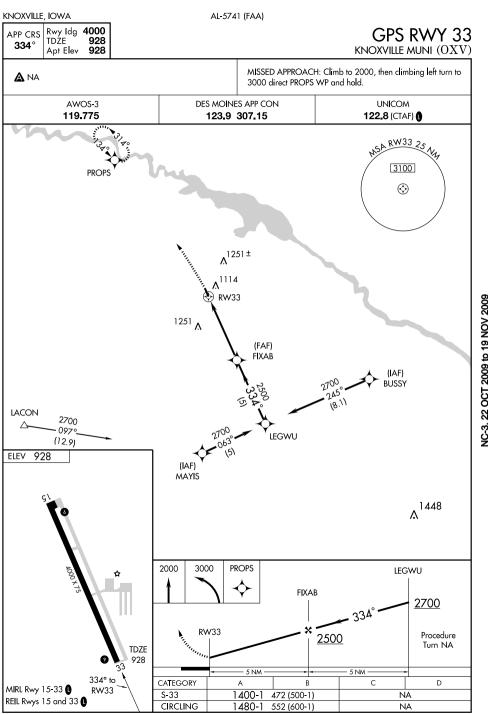
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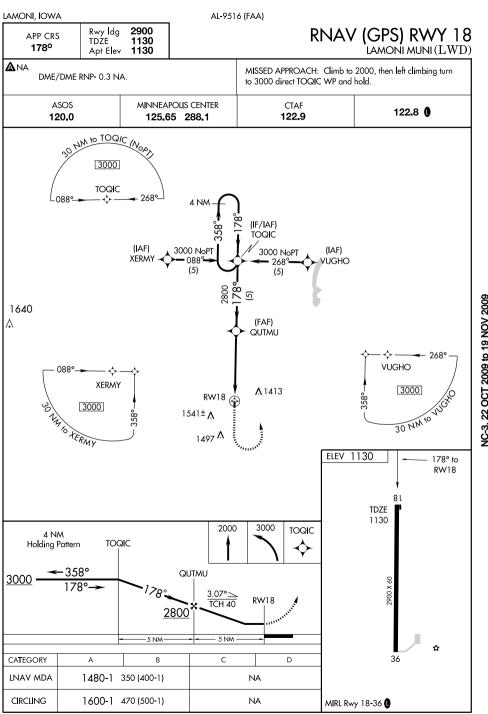
MIRL Rwys 8-26 and 14-32 1

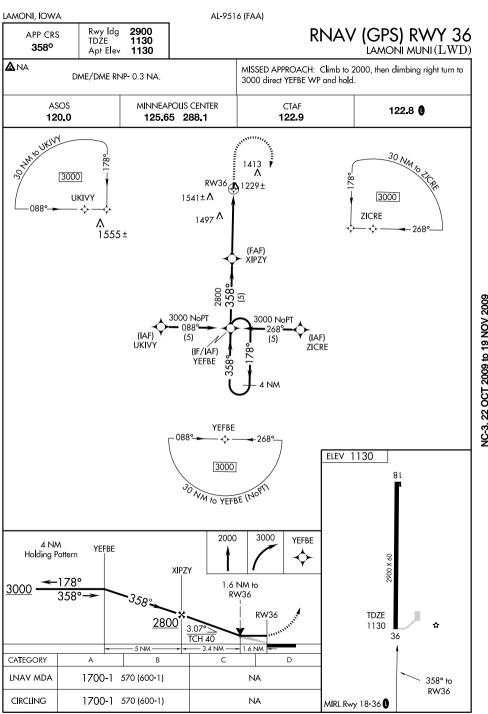
NC-3, 22 OCT 2009 to 19 NOV 2009

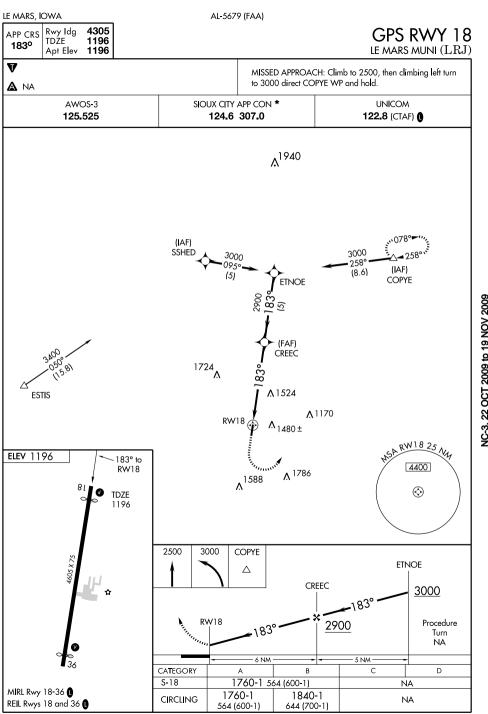


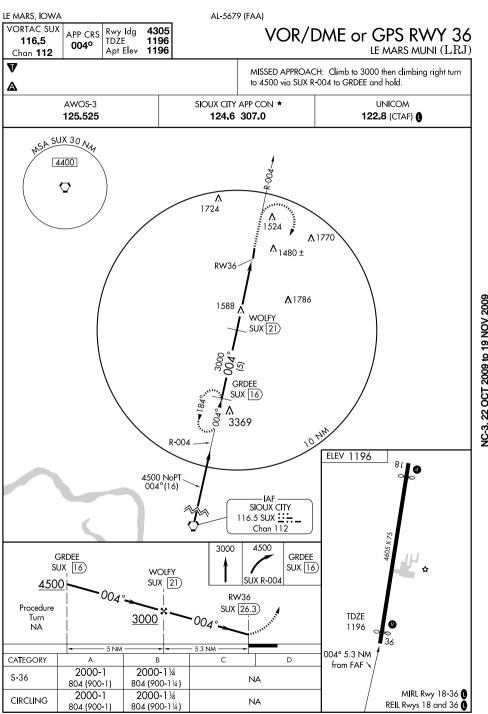


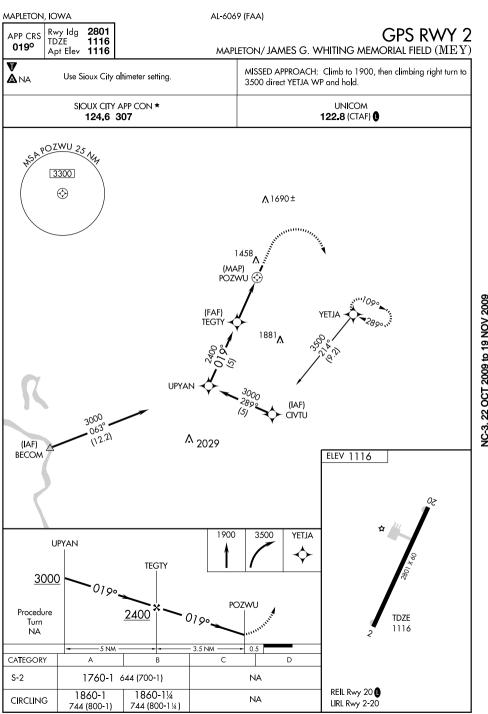


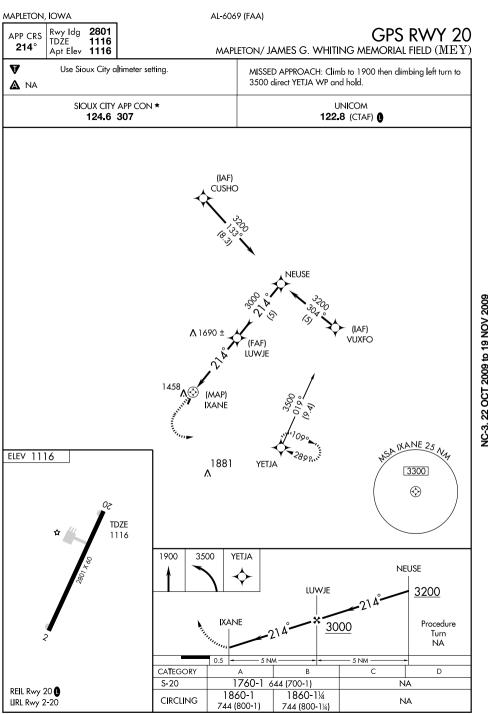


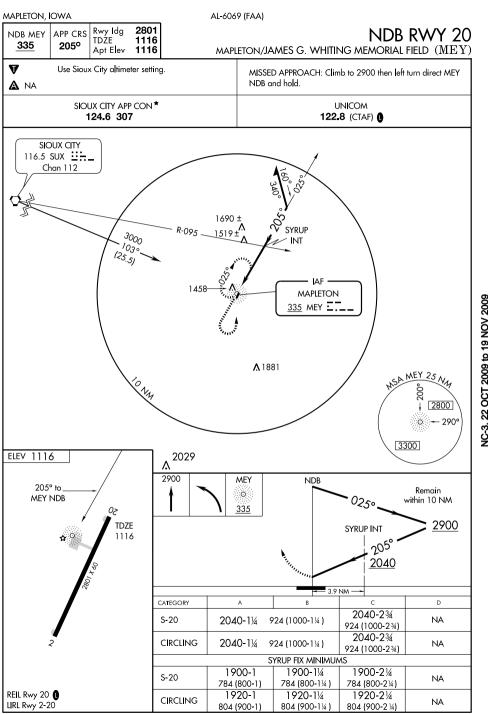


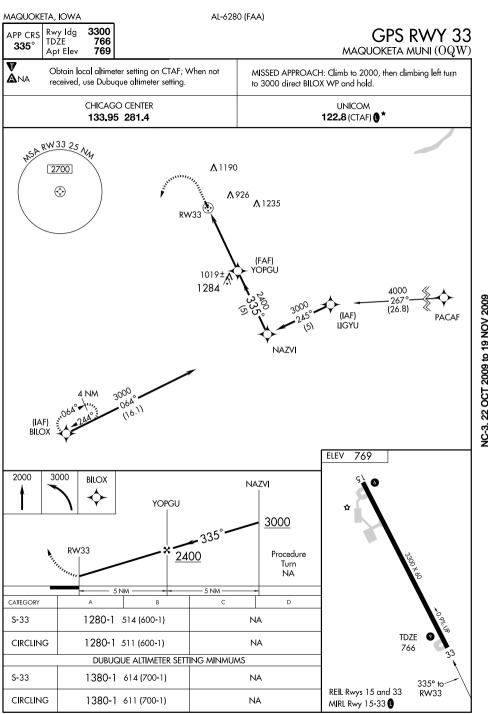


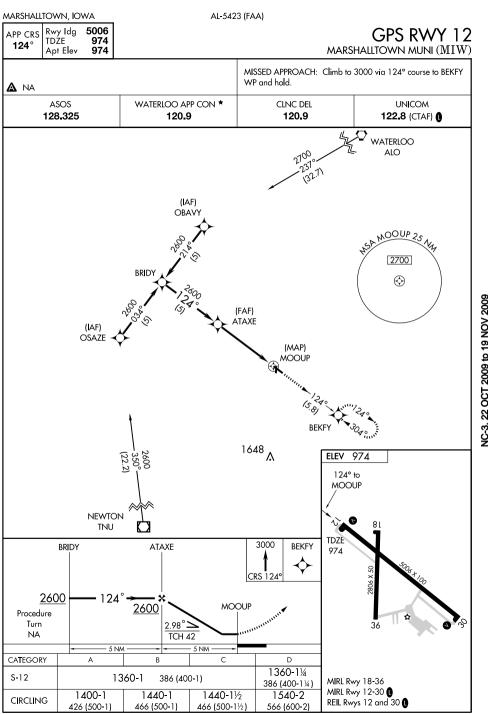


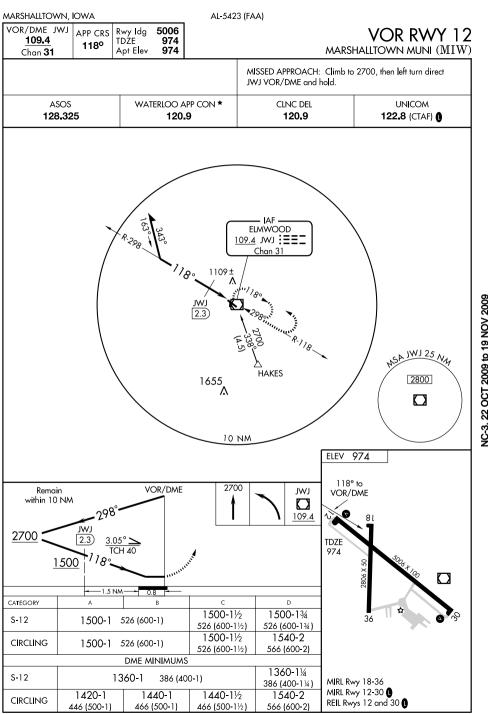


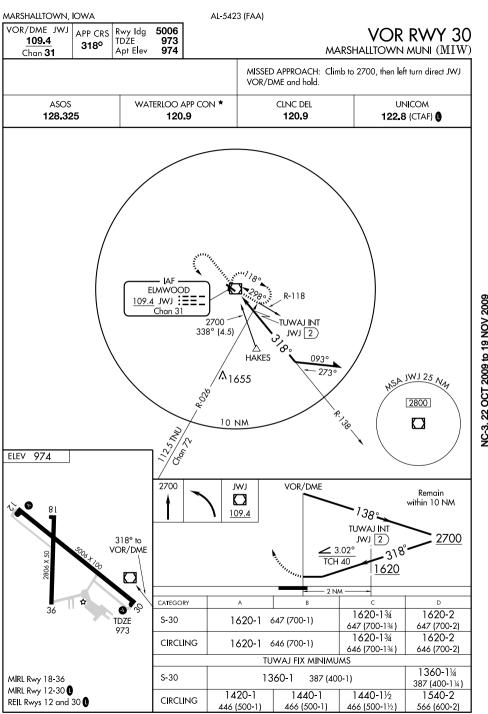


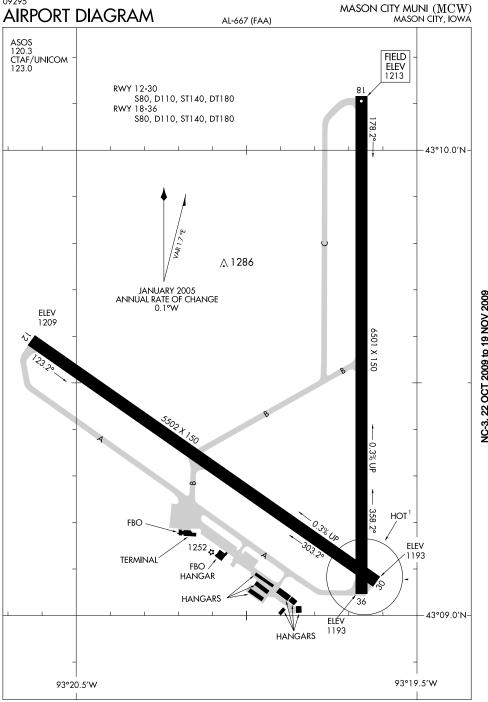


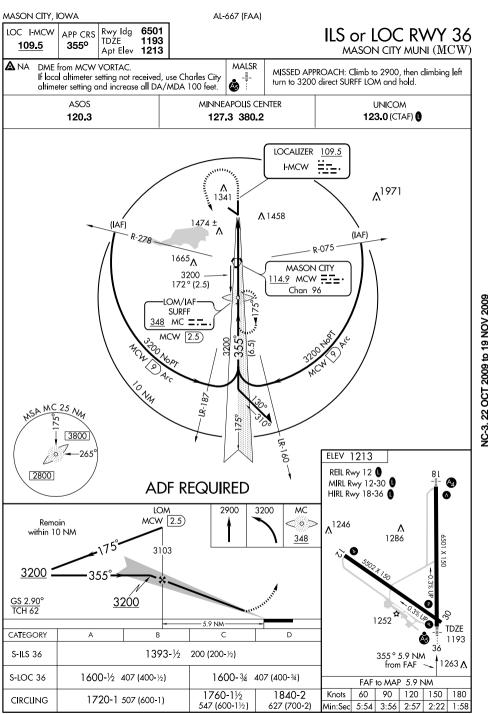


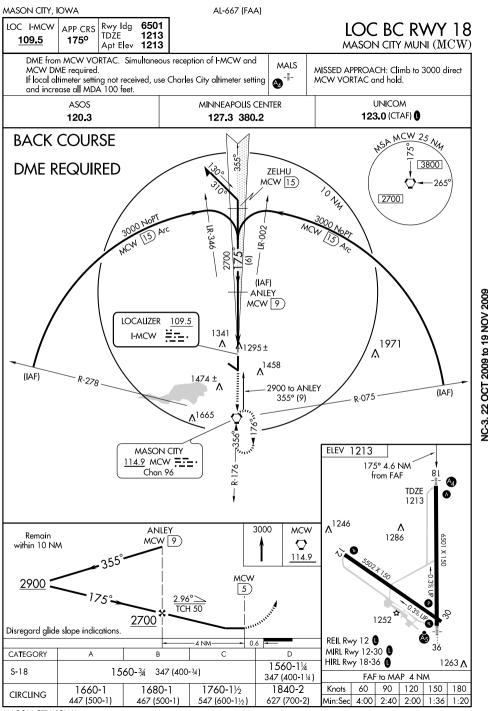








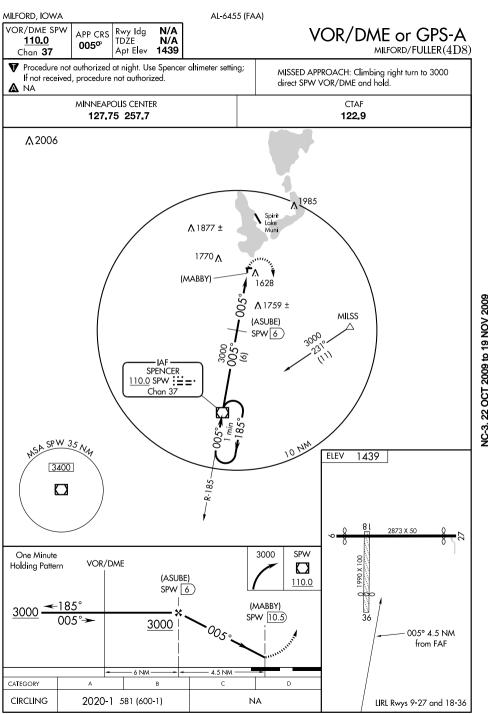




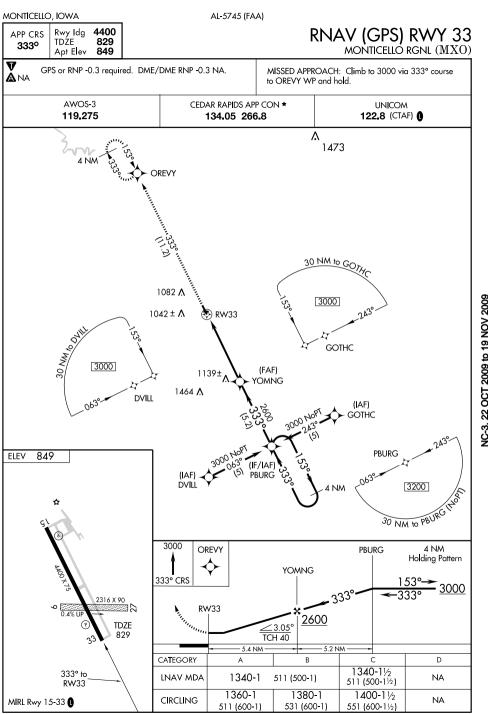
MASON CITY, IOWA AL-667 (FAA) WAAS Rwy Idg 6501 RNAV (GPS) RWY 18 APP CRS Chan 40100 TDŹE 1213 1750 MASON CITY MUNI (MCW) Apt Elev 1213 W18A Inoperative table does not apply to LNAV/VNAV. Α Baro-VNAV NA when using Charles City altimeter setting. MISSED APPROACH: Climb to 3800 MALS If local altimeter setting not received, use Charles City altimeter setting and direct FILOL and via 179° track to -1increase all DAs/MDAs 100 feet. MCW VORTAC and hold, continue **(A)** Baro-VNAV NA below -17°C (2°F). DME/DME RNP -0.3 NA. climb-in-hold to 3800. VDP NA when using Charles City altimeter setting. UNICOM **ASOS** MINNEAPOLIS CENTER 120.3 127.3 380.2 123.0 (CTAF) 0 30 KM to QOJIP (NOP) 5 NM (IF/IAF) 3800 QOJIP (IAF) QOJIP (IAF) **OXGIS** 3800 NoPT 3800 NoPT 085° 265 İXIRY 085 265 (5) (5) 2800 175 (7.2) 085 265° IXIRY **OXGIS** CC-3, 22 OCT 2009 to 19 NOV 2009 3800 3800 1459<u>^</u> SO NIN TO IXIRY 30 NM 10 OTO'S (FAF) UHGÉP ¹³⁴¹∧ 1295± 1971 ∧ RW18 ↑ 1458 1474 ± **FILOL** 1665_∧ **ELEV 1213** 175° to MASON CIT **RW18** MCW 4 NM A TDZE 1213 3800 FILOL MCW 179° 5 NM QOJIP Holding Pattern track ۸¹²⁴⁶ UHGEP 1286 *LNAV only 3800 *1 NM to 1750 **RW18** RW18 4 GS 3.00° 2800 TCH 39 7.2 NM 3.8 NM 1 NM 1252 CATEGORY D LNAV/ DA 1628-11/2 415 (500-11/2) VNAV 36 1560-11/4 LNAV MDA 1263 🔨 1560-34 347 (400-34) REIL Rwy 12 0 347 (400-11/4) MIRL Rwy 12-30 0 1660-11/2 1680-11/2 1760-11/2 1840-2 CIRCLING HIRL Rwy 18-36 447 (500-11/2) 467 (500-11/2) 547 (600-11/2) 627 (700-2)

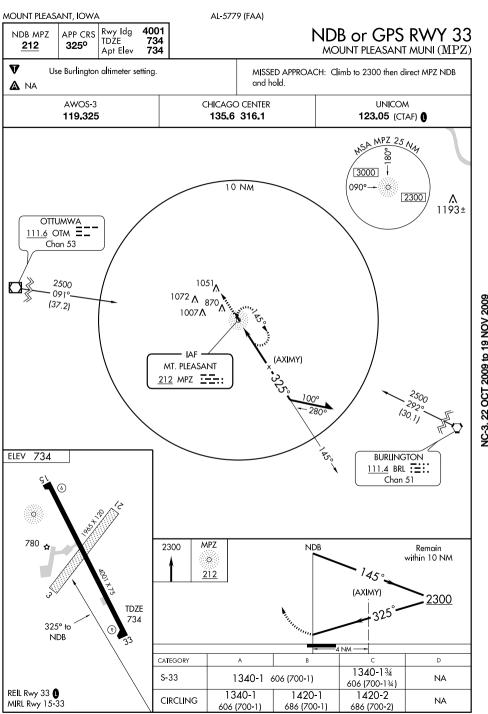
MASON CITY, IOWA AL-667 (FAA) Rwy Ida 5502 RNAV (GPS) RWY 30 APP CRS TDŹE 1195 300° MASON CITY MUNI (MCW) Apt Elev 1213 A NA If local altimeter setting not received, use Charles City MISSED APPROACH: Climb to 2500, then climbing left turn altimeter setting and increase all MDA 100 feet. to 3000 direct ZIGUV WP and hold. DME/DME RNP- 0.3 NA. ASOS MINNEAPOLIS CENTER UNICOM 120.3 123.0 (CTAF) 0 127.3 380.2 30 HM to ULPEY (NOP 3800 ULPEY 1971 Λ 1341 147 RW30 1474 ± (FAF) (IAF) ÜLPÉY XENYO PC-3 22 OCT 2009 to 19 NOV 2009 Λ 1665 TO MIN TO GASWU MODY 4 NM QASWU (lÀF) ZIGUV 3000 30 Muho (IAF) ZIGUV QASWU 3800 **ELEV 1213** 2500 3000 ZIGUV ZIGUV 4 NM ۸¹²⁴⁶ Holding Pattern ۸ **XENYO** 1286 6501 X 150 1.6 NM to 300° RW30 2800 RW30 300° to 2.95° VGSI and descent angles RW30 not coincident. TCH 40 1.6 NM 3.4 NM 5 NM 1252 CATEGORY В C D Α TDZE GLS DA NA 1195 36 LNAV/ DA NA VNAV 1263 🔨 1720-11/2 1720-134 LNAV MDA 1720-1 525 (600-1) REIL Rwy 12 0 525 (600-11/2) 525 (600-1%) MIRL Rwy 12-30 0 1840-2 1760-11/2 CIRCLING 1720-1 507 (600-1) HIRL Rwy 18-36 547 (600-11/2) 627 (700-2)

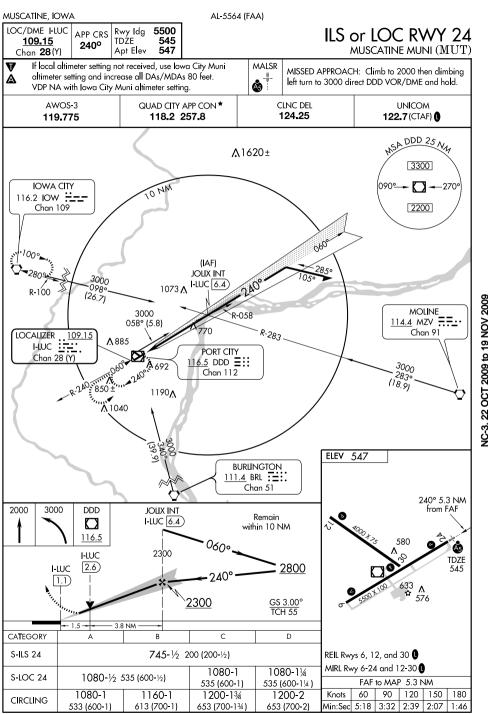
MASON CITY, IOWA AL-667 (FAA) VORTAC MCW Rwy Ida 6501 VOR/DME RWY 18 APP CRS 114.9 TDŹE 1213 1750 MASON CITY MUNI (MCW) Apt Elev 1213 Chan 96 MALS If local altimeter setting not received, use Charles City MISSED APPROACH: Climb to 3000 direct MCW VORTAC altimeter setting and increase all MDA 100 feet. ASOS MINNEAPOLIS CENTER UNICOM 120.3 123.0 (CTAF) 0 127.3 380.2 3800 UXOTE 265 MCW [15) 2700 NCW 13 Arc -LR-347-2700 175° (6) (IAF) NC-3 22 OCT 2009 to 19 NOV 2009 COMMY MCW (9) 1971 1341 \Lambda ^1458 (IAF) R-278 1474 ± 2900 to COMMY (IAF) 355° (9) R-075 ¹⁶⁶⁵ ELEV 1213 MASON CITY 114.9 MCW = --175° 4.6 NM Chan 96 from FAF 81 4 **TDZE** 1213 ۸¹²⁴⁶ 3000 COMMY MCW Remain MCW 9 \Diamond 1286 6501 X 150 within 10 NM 114.9 MCW 5.5) MCW 2700 4.4 2700 2.98°> 1252 TCH 40 3.5 NM-1.1 NM CATEGORY Α С 1600-11/4 1263 🔨 1600-3/4 S-18 387 (400-34) REIL Rwy 12 0 387 (400-11/4) MIRL Rwy 12-30 **U** 1680-1 1660-1 1760-11/2 1840-2 CIRCLING HIRL Rwy 18-36 (447 (500-1) 467 (500-1) 547 (600-11/2) 627 (700-2)

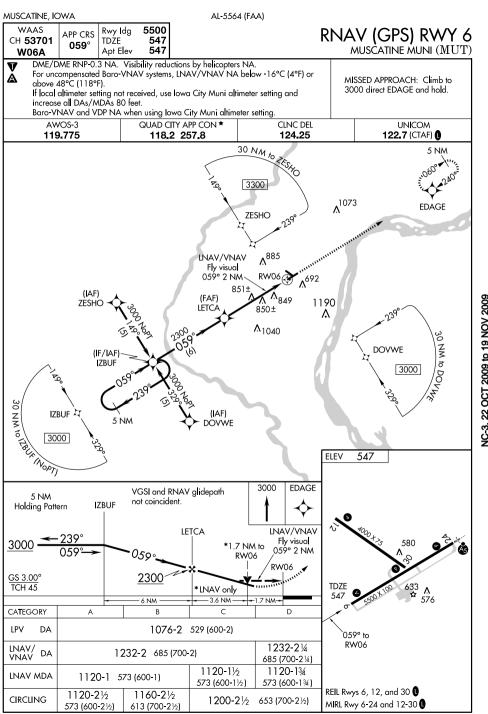


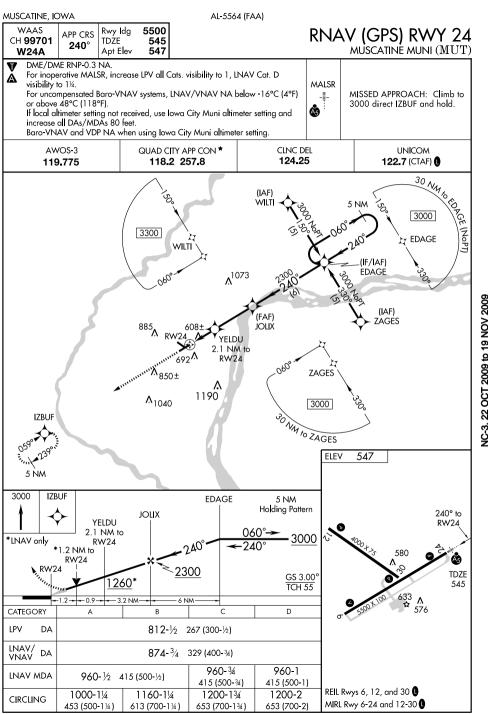
MONTICELLO, IOWA AL-5745 (FAA) Rwy Idg 4400 RNAV (GPS) RWY 15 APP CRS TDŹE 827 153° MONTICELLO RGNL (MXO) Apt Elev 849 V MISSED APPROACH: Climb to 3000 via 153° course GPS or RNP -0.3 required. DME/DME RNP -0.3 NA. to PBURG WP and hold. Baro-VNAV NA below -16°C (4°F) AWOS-3 CEDAR RAPIDS APP CON ★ **UNICOM** 119.275 134.05 266.8 122.8 (CTAF) 0 Λ 1503 3000 HOE (IAF) PABFU (IF/IAF) OREVY (IAF) 30 MM to OREVY RACNY (FAF) ILETY 1109±-3000 **PABFU** PC-3 22 OCT 2009 to 19 NOV 2009 1082 A RW15 **OREVY** 1042 ± Λ 3000 RACNY 3000 1464 ^ 30 NM to RACHY **PBURG** ELEV 849 153° to RW15 3000 4 NM **PBURG** Holding Pattern **OREVY** 153° CRS **ILETY** TDZE 827 *1.4 NM to RW15 GS 3.00° TCH 40 2600 *LNAV only 2316 X 90 4 NM 5.1 NM CATEGORY В C D ΝÀ GLS PA DA LNAV/ 1300-13/4 473 (500-1¾) NA DA VNAV 1320-11/4 LNAV MDA 1320-1 493 (500-1) NA 493 (500-11/4) 1380-13/4 1400-13/4 1360-13/4 MIRL Rwy 15-33 0 CIRCLING NA 511 (600-134) 531 (600-134) 551 (600-134)

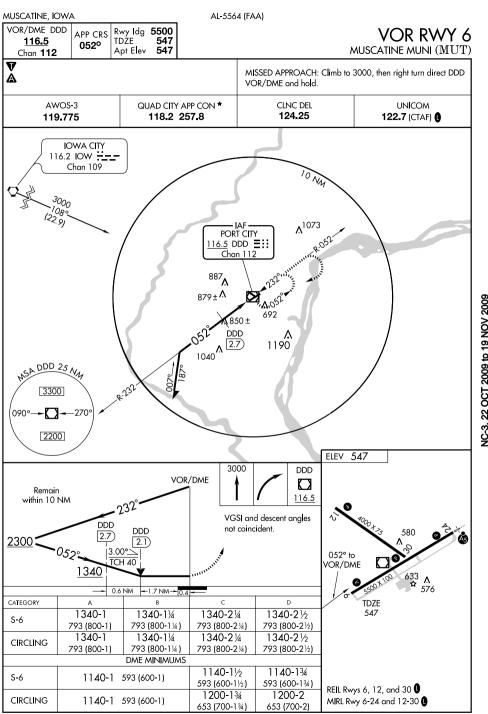


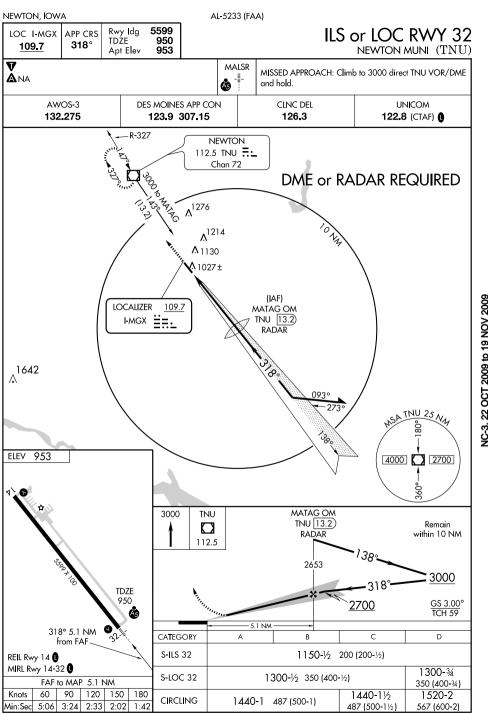


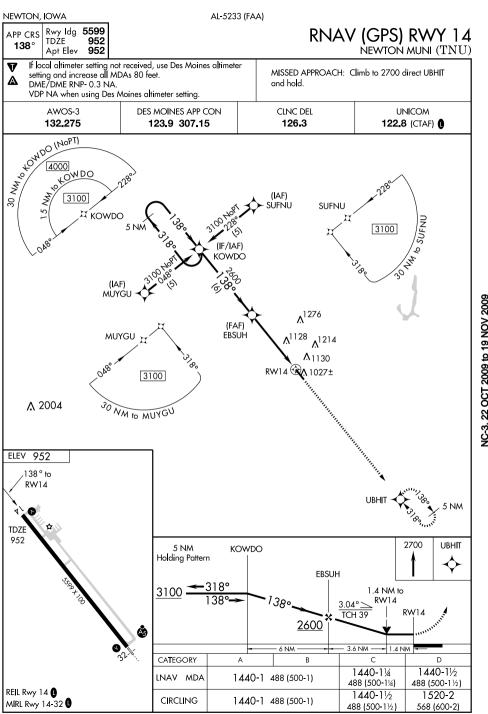


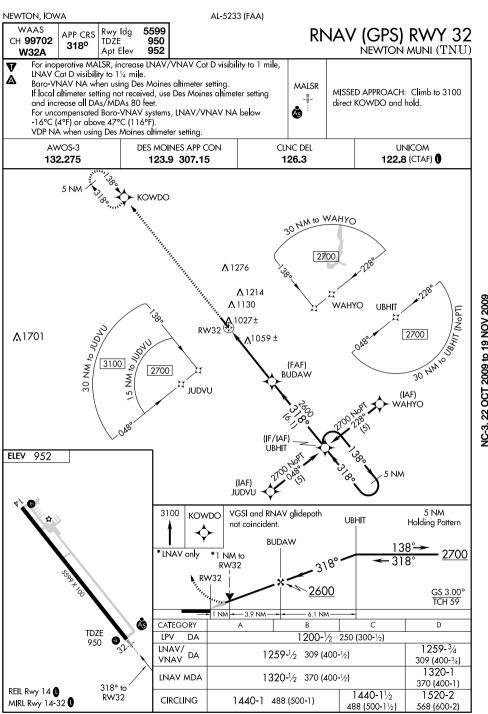


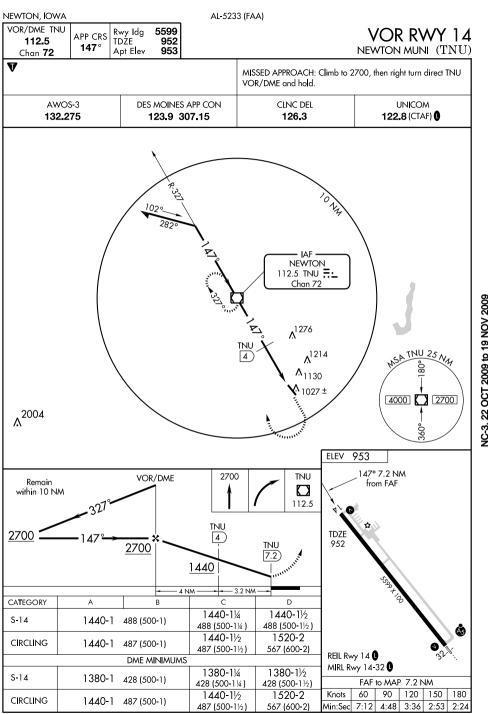


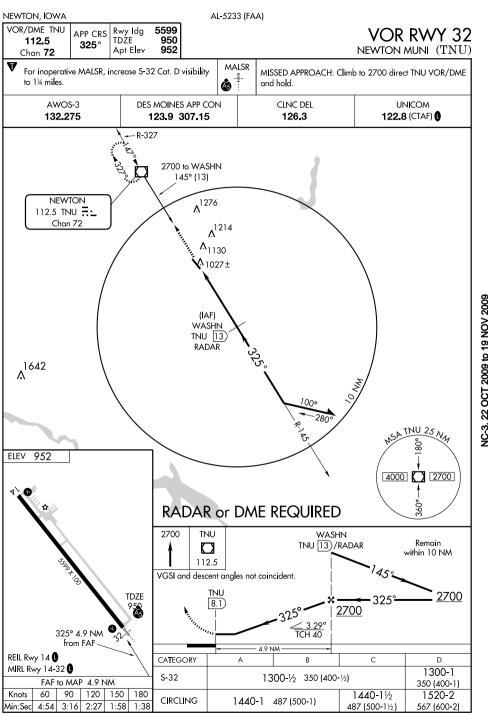


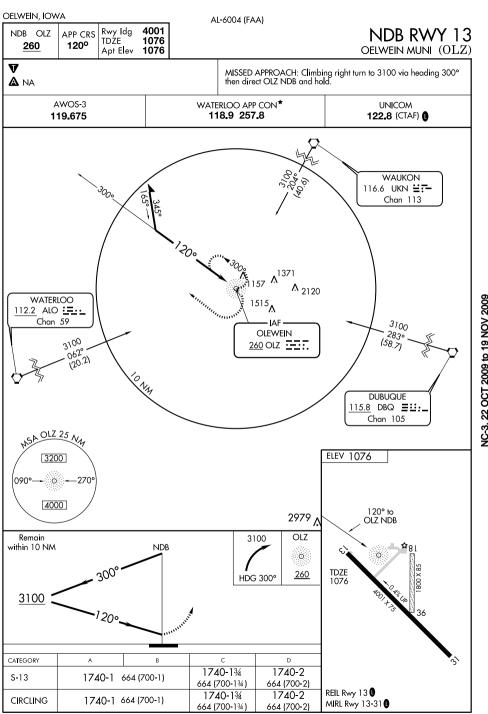


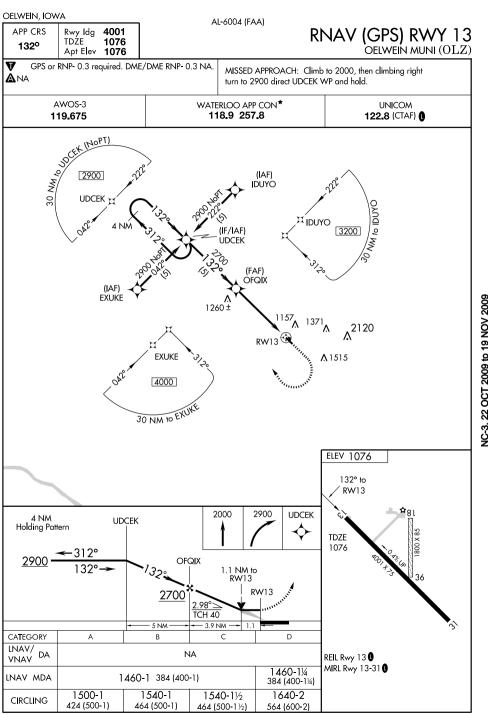


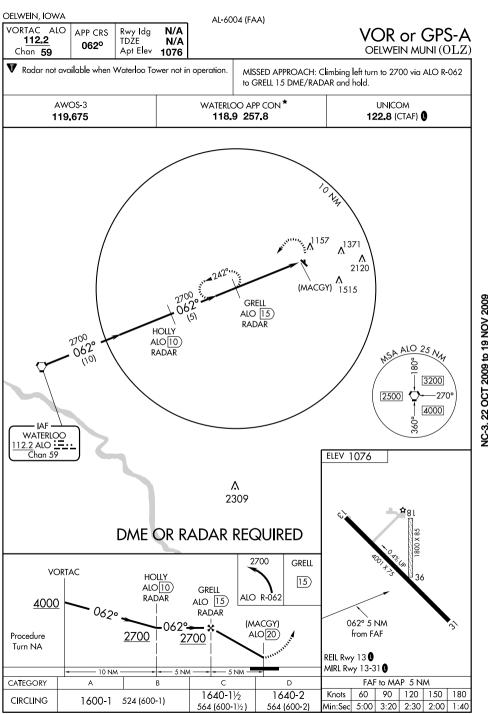


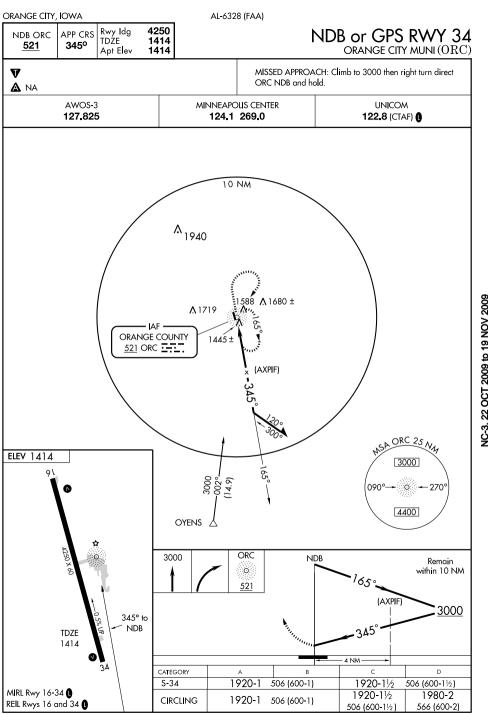


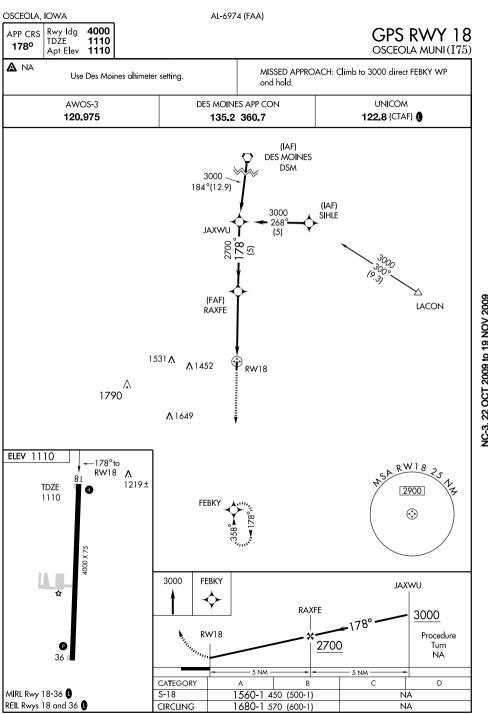


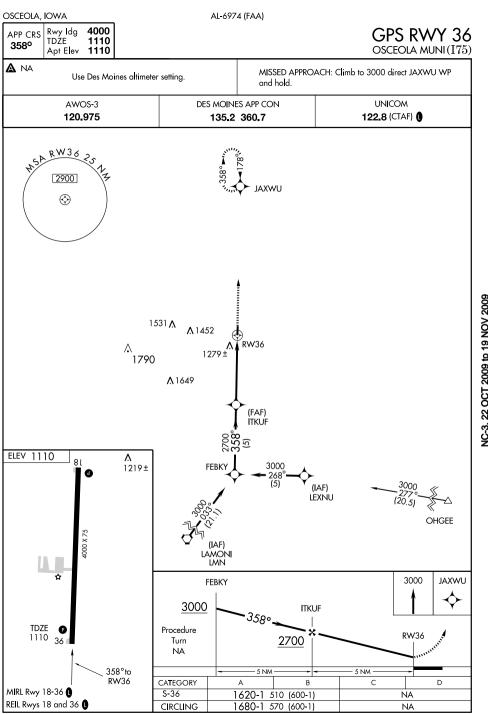


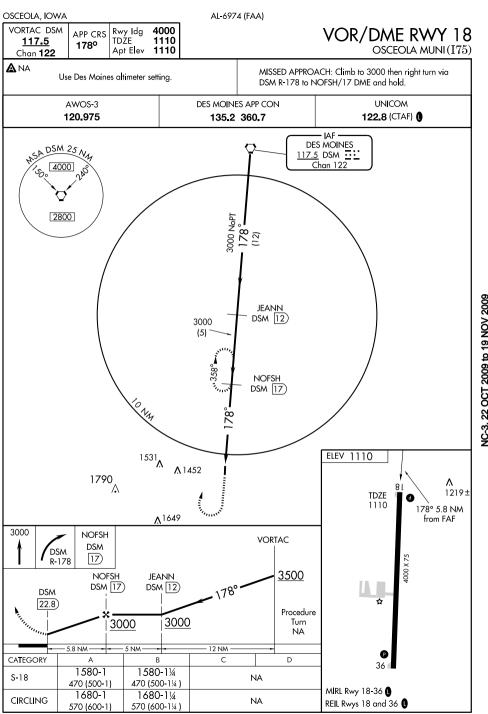


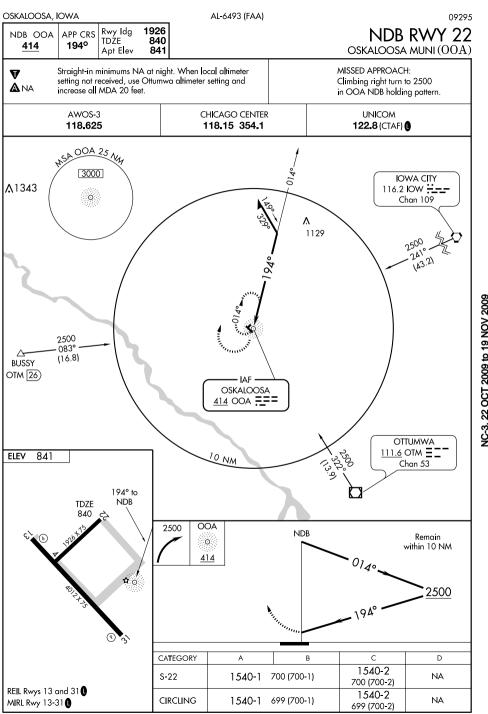








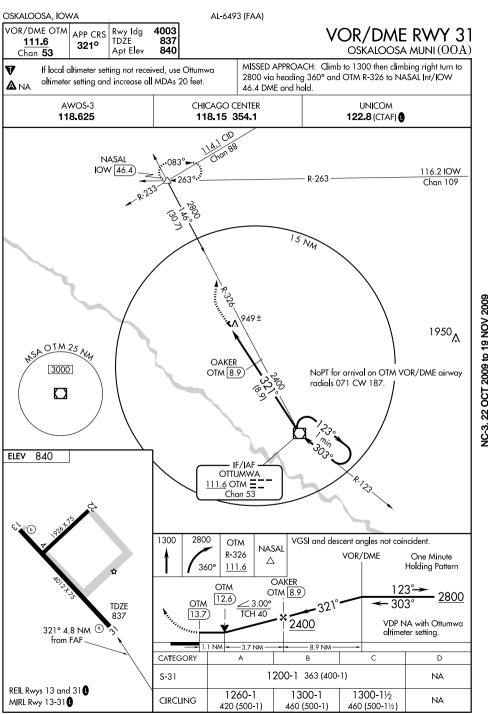


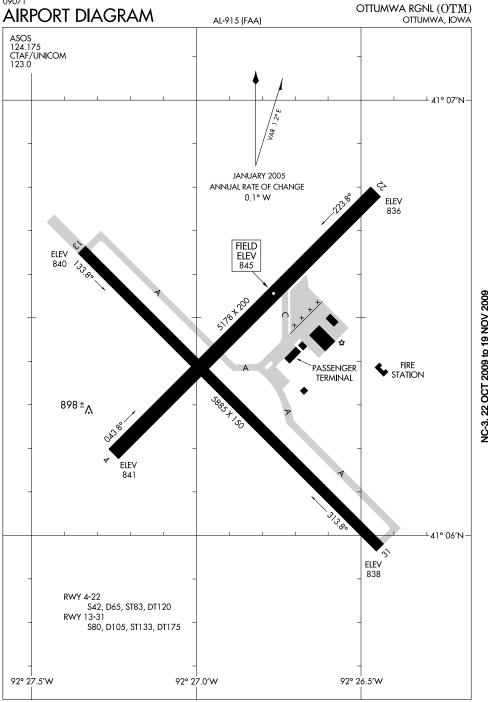


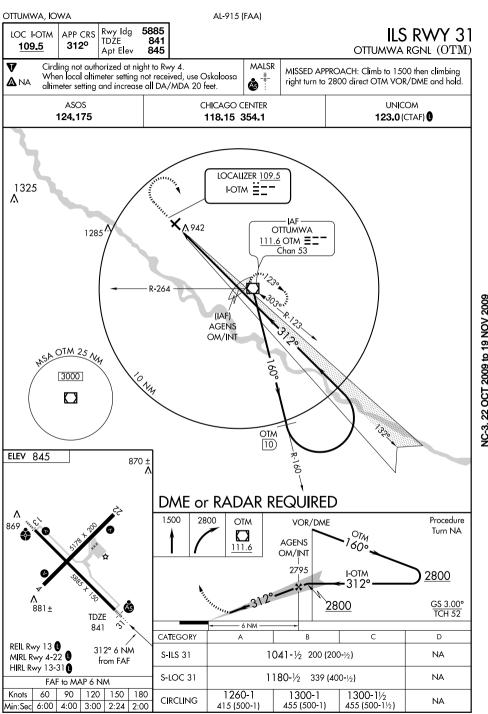
OSKALOOSA, IOWA AL-6493 (FAA) Rwy Idg 4012 RNAV (GPS) RWY 13 WAAS APP CRS TDŹE 837 CH 78215 134° Apt Elev 841 OSKALOOSA MUNI (OOA) W13A DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not MISSED APPROACH: received, use Ottumwa altimeter setting and increase all DA 18 feet and all MDA 20 feet and increase Climb to 3000 direct LNAV/VNAV all Cats visibility 1/4 mile. Baro-VNAV and VDP NA when using Ottumwa altimeter setting. HONPA and hold. For uncompensated Baro-VNÁV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). AWOS-3 CHICAGO CENTER UNICOM 118.625 118.15 354.1 122,8 (CTAF) ((IAF) (IF/IAF) FIKRI NELIY ☆ FIKRI 3000 1343 (FAF) NC-3, 22 OCT 2009 to 19 NOV 2009 RİKOY CIPON 949± 3 NM to RW13 RIKOY **RW13** MISSED APCH FIX 3000 30 NM to RIKO ELEV 841 3000 HONPA VGSI and RNAV alidepath not coincident. 4 NM Holding Pattern NELIY 134° to JADLI RW13 CIPON * LNAV only 3 NM to RW13 1კვ。 *1.1 NM to RW13 1340. RW13 2500 **TDZE** GS 3.00° 837 *1820 TCH 40 6.1 NM 2 NM С CATEGORY 1193-11/4 356 (400-11/4) NA LPV DA LNAV/ NA DA 1219-11/4 382 (400-11/4) VNAV LNAV MDA 1220-1 383 (400-1) NA REIL Rwys 13 and 31 0 1300-11/2 1260-1 1300-1 NA CIRCLING MIRL Rwy 13-31 419 (500-1) 459 (500-1) 459 (500-11/2)

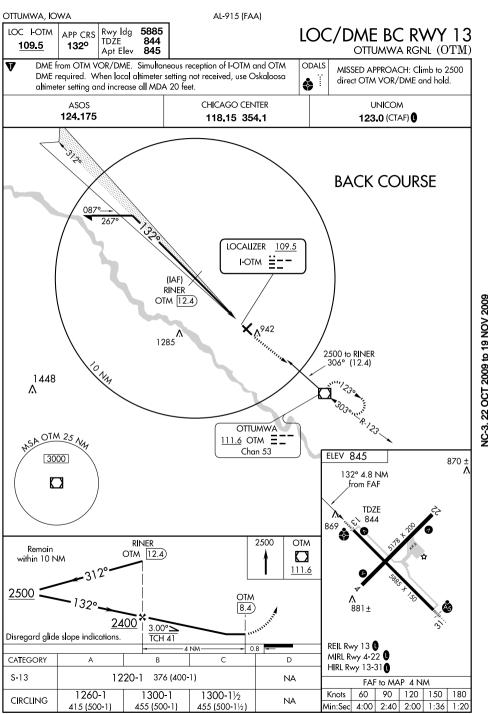
AL-6493 (FAA) OSKALOOSA, IOWA Rwy Idg 4012 RNAV (GPS) RWY 31 WAAS APP CRS CH 82515 837 TDŹE 314° OSKALOOSÁ MUNI (OOA) Apt Elev 841 W31A DME/DME RNP-0.3 NA When local altimeter setting not received, use Ottumwa altimeter setting and MISSED APPROACH: increase all DA 18 feet and all MDA 20 feet and increase LNAV/VNAV all Cats visibility 1/4 mile. Climb to 3000 direct Baro-VNAV and VDP NA when using Ottumwa altimeter setting. For uncompensated Baro-VNAV NELIY and hold. systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). AWOS-3 CHICAGO CENTER UNICOM 118,625 118.15 354.1 122.8 (CTAF) (MISSED APCH FIX 30 NM to ZAGBO 3000 ZAGBO (FAF) **HERGA** COGRA 2.8 NM to (IAF) RW31 ZAGBO 30 NM to HEVRA 3000 HEVRA # Λ¹⁴⁴⁸ (IF/IAF) HONPA 30 NM 10 HOTEL HONPA **HEVRA** ELEV 841 3000 NELIY VGSI and RNAV glidepath not coincident. 4 NM **HONPA** Holding Pattern COGRA HFRGA * LNAV Only 2.8 NM to 3000 RW31 *1.1 NM RW31 to RW31 2500 GS 3.00° 1760 * TCH 40 1.7 2.2 NM 6.1 NM **TDZE** CATEGORY В D 837 LPV DA 1187-11/4 350 (400-11/4) NA LNAV/ 314° to DA NA 1209-11/4 372 (400-11/4) VNAV RW31 LNAV MDA 1200-1 363 (400-1) NA REIL Rwys 13 and 31 1260-1 1300-1 1300-11/2 CIRCLING NA MIRL Rwy13-31 419 (500-1) 459 (500-1) 459 (500-11/2)

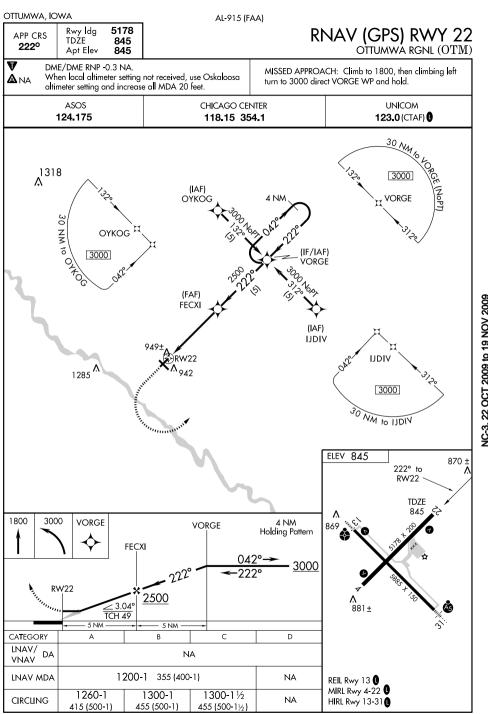
NC-3, 22 OCT 2009 to 19 NOV 2009



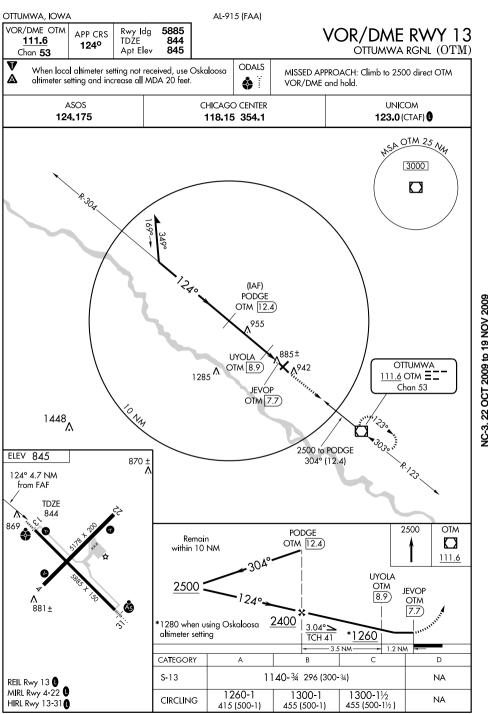


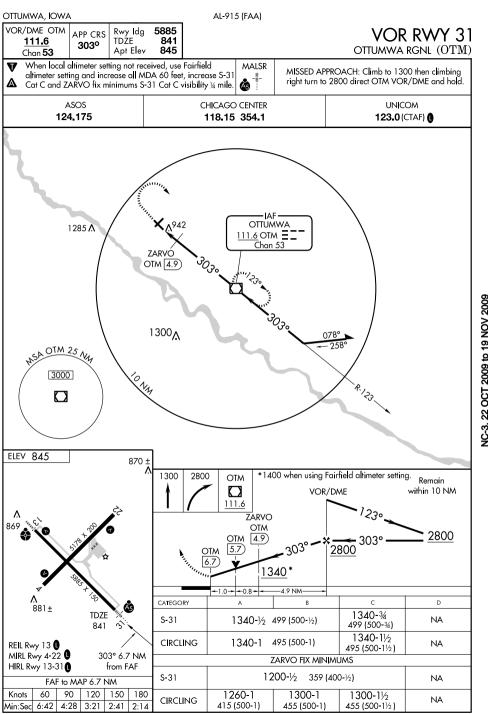


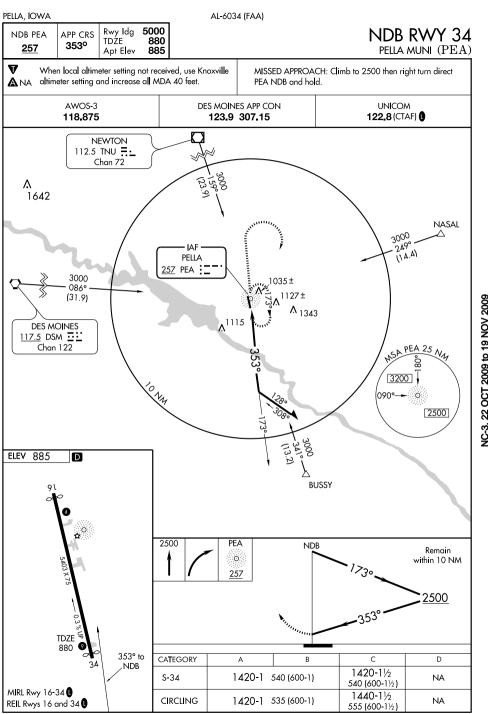




AC-3 22 OCT 2009 to 19 NOV 2009

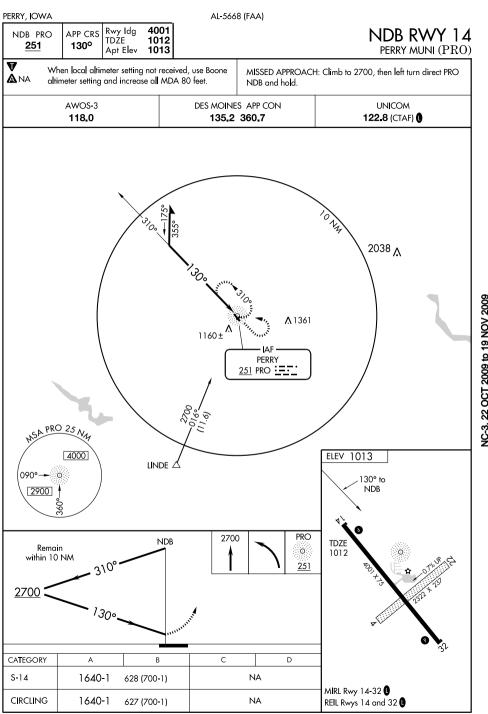


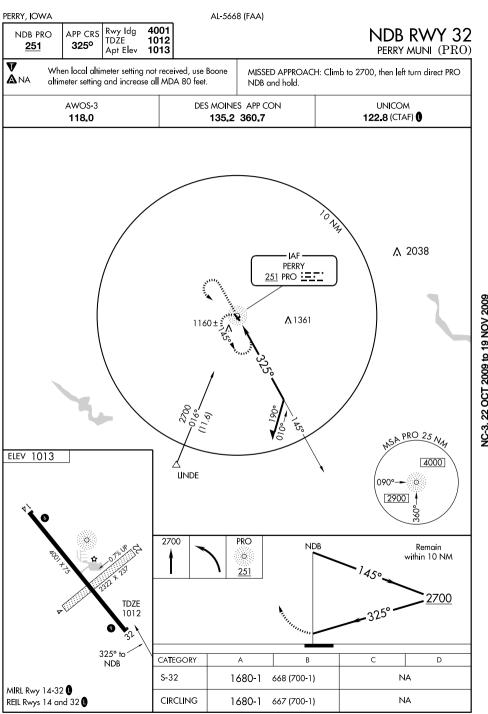




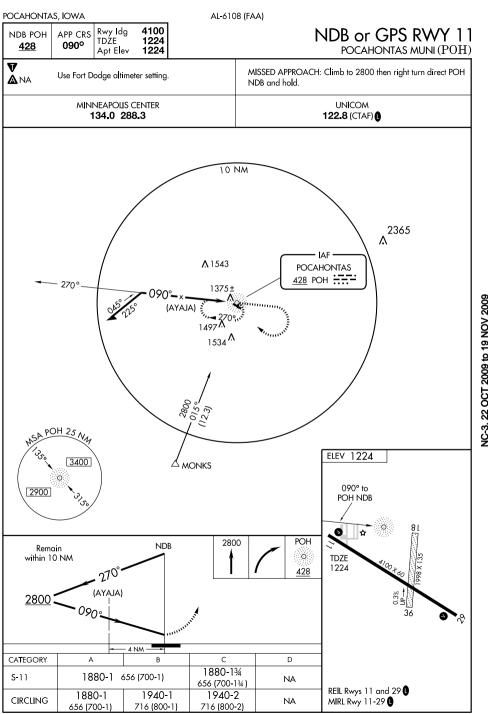
PELLA, IOWA AL-6034 (FAA) 5000 WAAS Rwy Idg RNAV (GPS) RWY 16 APP CRS CH 77610 TDŹE 885 165° PELLÁ MUNI (PEA) Apt Elev 885 W16A DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV NA when using Knoxville altimeter setting. A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) MISSED APPROACH: Climb to 3000 direct or above 54°C (130°F). OFKEQ and hold. When local altimeter setting not received, use Knoxville altimeter setting and increase all DA 29 feet and all MDA 40 feet. AWOS-3 DES MOINES APP CON UNICOM 123.9 307.15 122.8 (CTAF) (118.875 30 LIN TO AYRAN (NOAT 4000 (IAF) 4000 NOPT **AYRAN** 256° FOIRU 4000 NoP 075° (IF/IAF) (IAF) (5) AYRAN KEZRI (8) 1642 **EQIRU** ۸ KEZRI NC-3 22 OCT 2009 to 19 NOV 2009 4000 4000 (FAF) 30 NM 10 KEZRI WUBZU MISSED APCH FIX 1035± OFKEQ RW16 € Λ^{1127±} **^**. 1343 4 NM <u>^</u>1115 885 **ELEV** D VGSI and RNAV glidepath 3000 AYRAN **OFKEQ** 165° to 4 NM TDZE not coincident. Holding Pattern RW16 885 WUBZU 4000 1650 RW16 GS 3.00° 2500 TCH 40 8 NM 4.9 NM CATEGORY Α С D 1232-11/4 347 (400-11/4) LPV DA NA LNAV/ DA 1288-11/2 403 (500-11/2) NA VNAV 1360-11/4 LNAV MDA 1360-1 475 (500-1) NA 475 (500-11/4) MIRL Rwy 16-34 (1440-11/2 CIRCLING 1380-1 495 (500-1) NA REIL Rwys 16 and 34 0 555 (600-11/2)

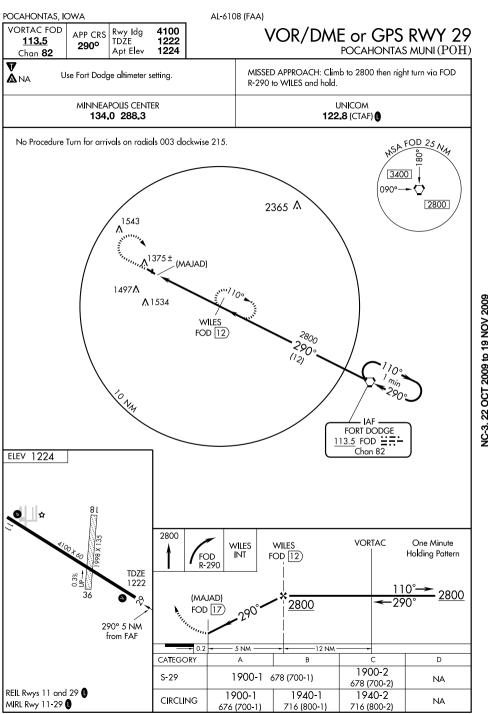
PELLA, IOWA AL-6034 (FAA) 5000 APP CRS Rwy Idg RNAV (GPS) RWY 34 TDŹE 879 345° PELLÁ MUNI (PEA) Apt Elev 885 V DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. MISSED APPROACH: Climb to 4000 direct AYRAN When local altimeter setting not received, use Knoxville altimeter Δ and hold setting and increase all MDA 40 feet. AWOS-3 DES MOINES APP CON UNICOM 118.875 123.9 307.15 122.8 (CTAF) (MISSED APCH FIX AYRAN ∧^{1035 ±} ^1127± 30 NM to 10/1/2/2 RW34 **∧** 1343 **∆**1115 AC-3 22 OCT 2009 to 19 NOV 2009 who mogey 3000 (FAF) **ICIZE** EQAZI 3000 2500 346° (6) MOGFY (IAF) 3000 NOPT 075 ICIZE 3000 NOPT (IAF) MOGFY (5) (IF/IAF) OFKEQ ELEV 885 D OFKEQ ۸ 9١ 30 NM to OFKEQ INO 3000 1391± 4000 **AYRAN** VGSI and descent angles 4 NM **OFKEQ** not coincident Holding Pattern **EQAZI** 3000 ∠ 3.03° RW34 TCH 45 **TDZE** 2500 879 4.9 NM -6 NM CATEGORY Α D 345° to 1320-11/4 RW34 LNAV MDA 1320-1 NA 441 (500-1) 441 (500-11/4) MIRL Rwy 16-34 (1440-11/2 **CIRCLING** 1380-1 495 (500-1) NA REIL Rwys 16 and 34 0 555 (600-11/2)

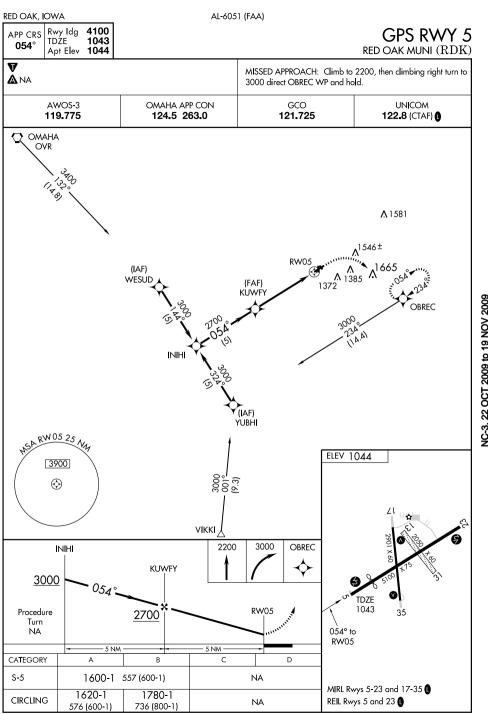


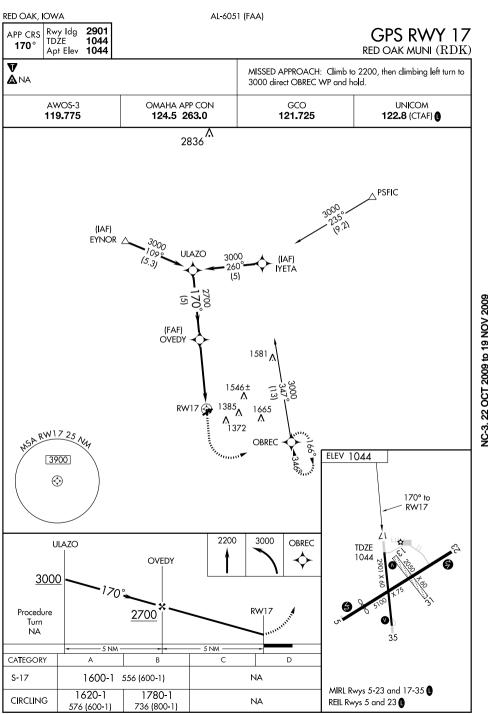


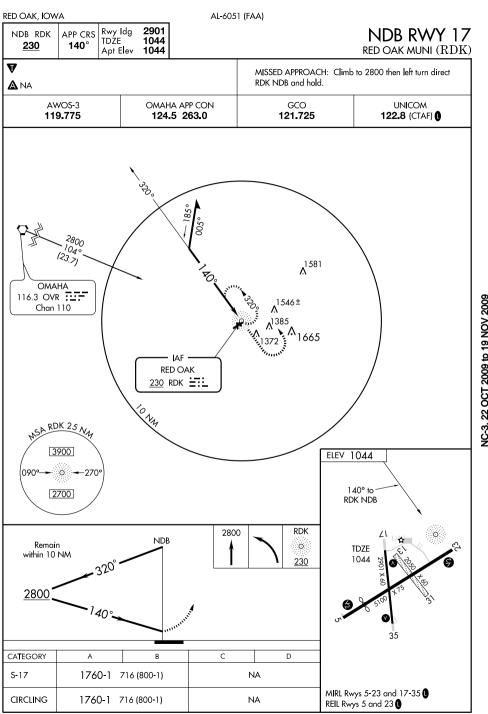
PERRY, IOWA AL-5668 (FAA) WAAS 4001 Rwy Ida RNAV (GPS) RWY 32 APP CRS CH 90508 TDŹE 1012 3150 PERRY MUNI (PRO) Apt Elev 1013 W32A When local altimeter setting not received, use Boone altimeter setting and 7 increase all DA 65 feet and all MDA 80 feet. Increase LPV, LNAV/VNAV MISSED APPROACH: Climb to 3500 🛕 NA visibility ¼ mile all Cats. direct FOXEV and via 225° track to Baro-VNAV NA when using Boone altimeter setting. HIGRA and via 151° track to LINDE For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C and hold. (2°F) or above 54°C (130°F). Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA. AWOS-3 DES MOINES APP CON UNICOM 118.0 135.2 360.7 122.8 (CTAF) 1 2038 ∧ **FOXEV** ununu 25° unun 1129 ± RW32 A 1361 HIGRA (FAF) CÙNKU 1149 ± 🗚 Procedure NA for arrivals at GUMBO NC-3, 22 OCT 2009 to 19 NOV 2009 via V172 Eastbound. (IAF) هر کره مرکز **GUMBO** 3500 NOPT 250° RW32 25 My (8.9) (IF/IAF) EXPOW 4000 LINDE Z **(** (6.8) (IAF) ILODE A **ELEV** 1013 3500 **FOXEV** HIGRA LINDE 4 NM 151° 225° **EXPOW** Holding Pattern track track Δ VGSI and RNAV glidepath CUNKU not coincident. 3500 RW32 2700 GS 3.00° TCH 40 5.1 NM 6.9 NM Α В C D **TDZE** 1012 IPV DA 1262-1 250 (300-1) NA LNAV/ DA 1399-11/5 387 (400-11/2) NA VNAV 315° to LNAV MDA 1380-1 368 (400-1) NA RW32 MIRL Rwy 14-32 1 1440-1 1480-1 CIRCLING NA REIL Rwys 14 and 32 1 427 (500-1) 467 (500-1)

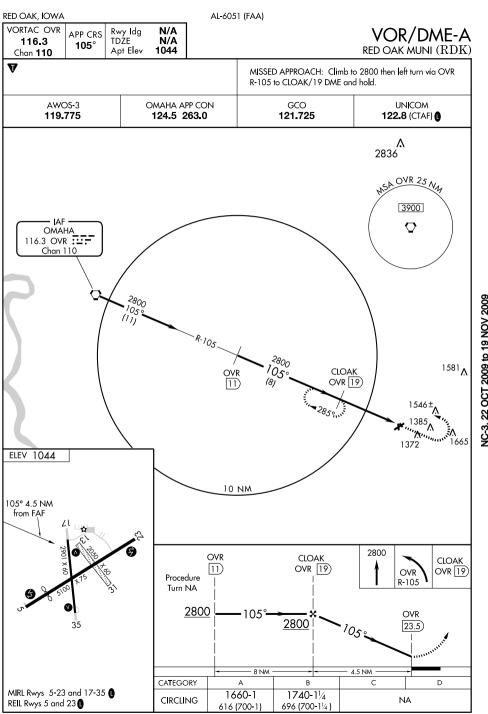


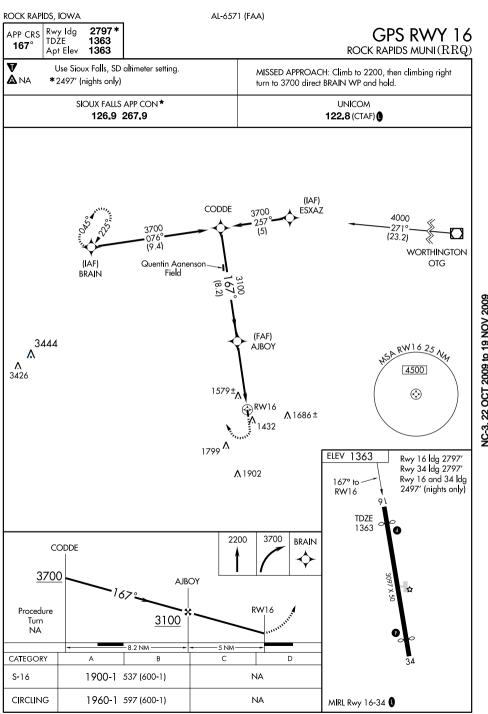


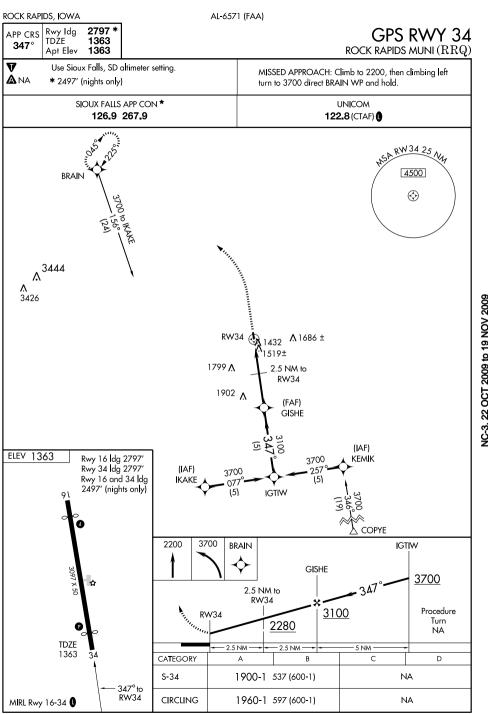


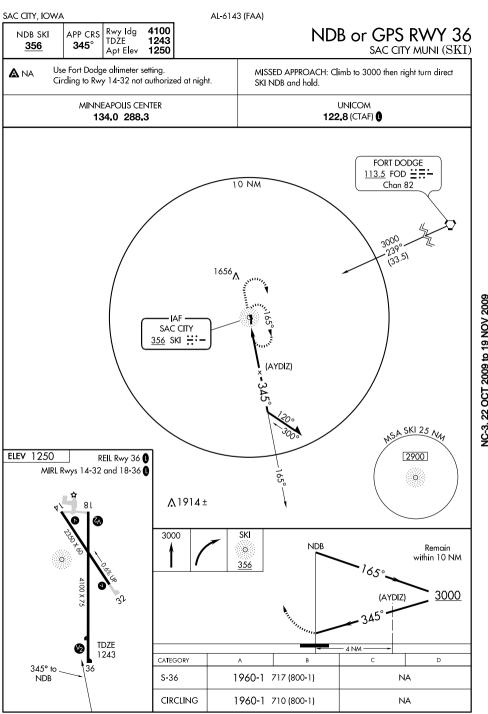


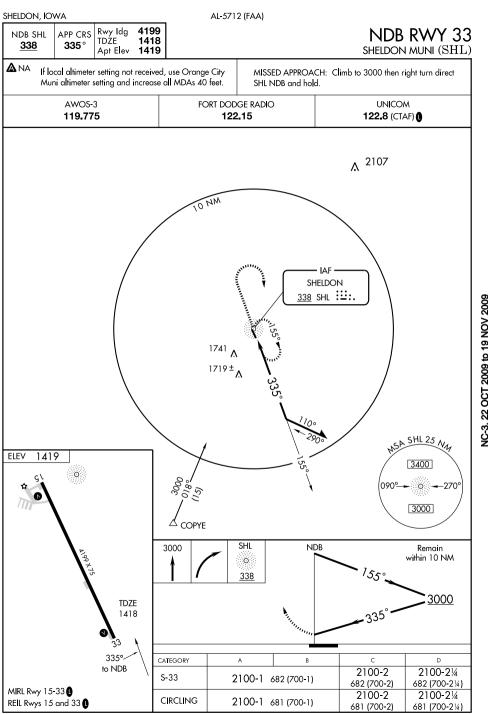


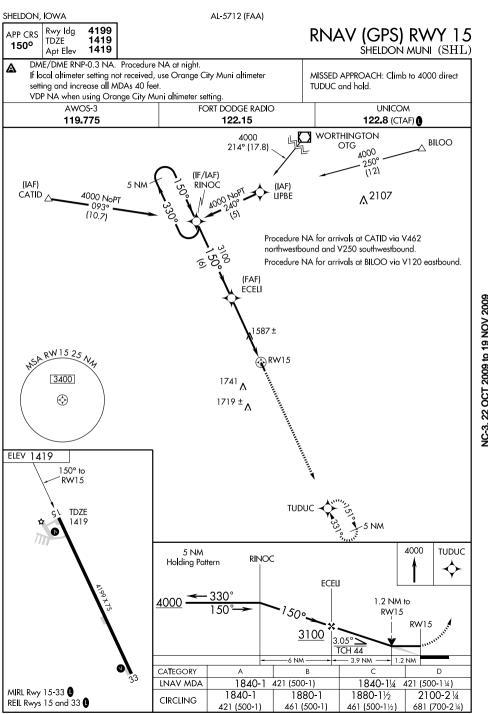




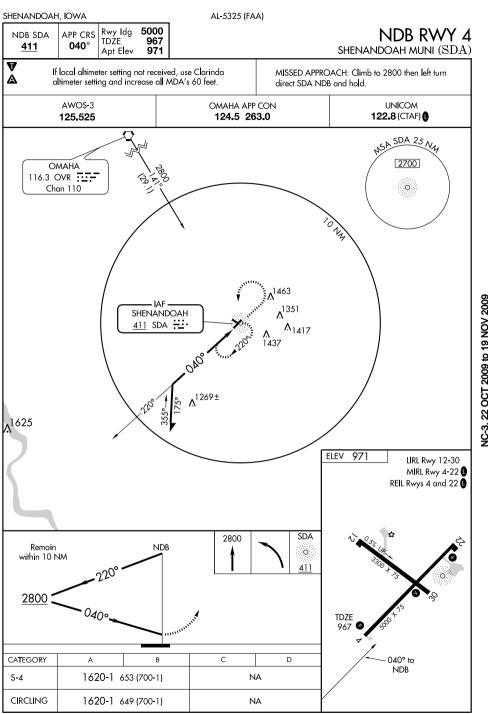


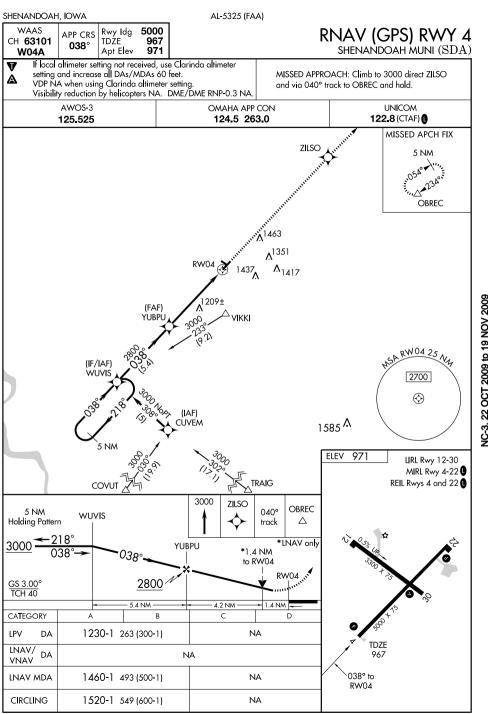


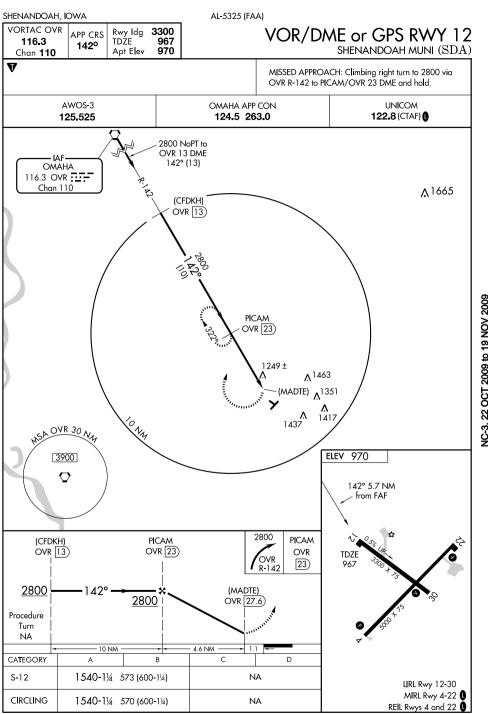




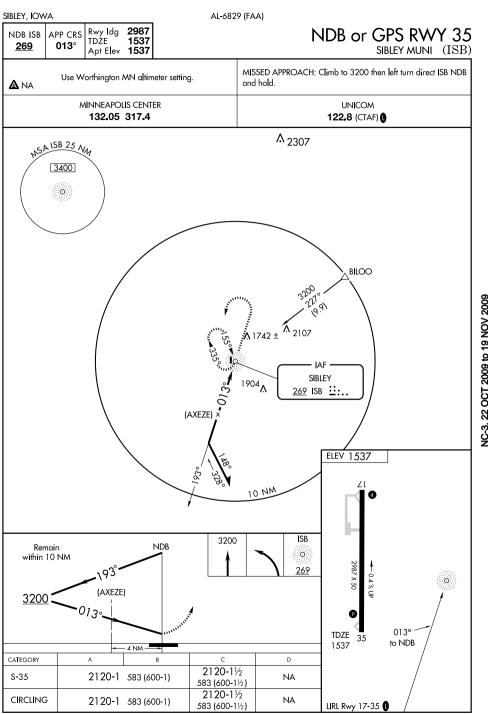
SHELDON, IOWA AL-5712 (FAA) Rwy Ida 4199 RNAV (GPS) RWY 33 APP CRS TDŹE 1418 330° SHELDON MUNI (SHI.) 1419 Apt Elev DME/DME RNP-0.3 NA. Circling to Rwy 15 NA at night. A MISSED APPROACH: Climb to 4000 direct If local altimeter setting not received, use Orange City Muni altimeter RINOC and hold. setting and increase all MDAs 40 feet. VDP NA when using Orange City Muni altimeter setting. AWOS-3 FORT DODGE RADIO UNICOM 119,775 122,15 122.8 (CTAF) (Δ2107 RINOC Procedure NA for arrivals at COPYE via V175 southwestbound. Procedure NA for arrivals at RITTA via V219 northeastbound. RW33 SARW 33 25 Ny ^{1719±}∧ 3400 (FAF) **ZOLUS (** (IAF) 4000 NoPT ≪ **ELEV 1419** RITTA 4000 HOB (IAF) (16.4)WUPSA 4000 (IF/IAF) **TUDUC** (6) COPYE 4000 RINOC 5 NM TUDUC Holding Pattern **ZOLUS** 1.3 NM to **RW33 ≤**3.04° **RW33** TCH 44 330°**°** 3000 330° to **TDZE** RW33 1418 1.3 NM -3.5 NM-· 6 NM D CATEGORY В C 1880-11/4 1880-11/2 LNAV MDA 1880-1 462 (500-1) 462 (500-11/4) 462 (500-11/2) MIRL Rwy 15-33 **(** 2100-21/4 1880-11/2 CIRCLING 1880-1 461 (500-1) REIL Rwys 15 and 33 0 461 (500-1½) 681 (700-21/4)

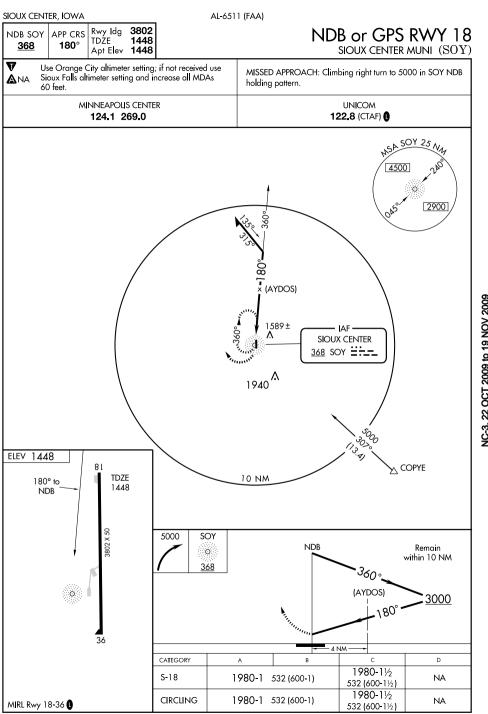


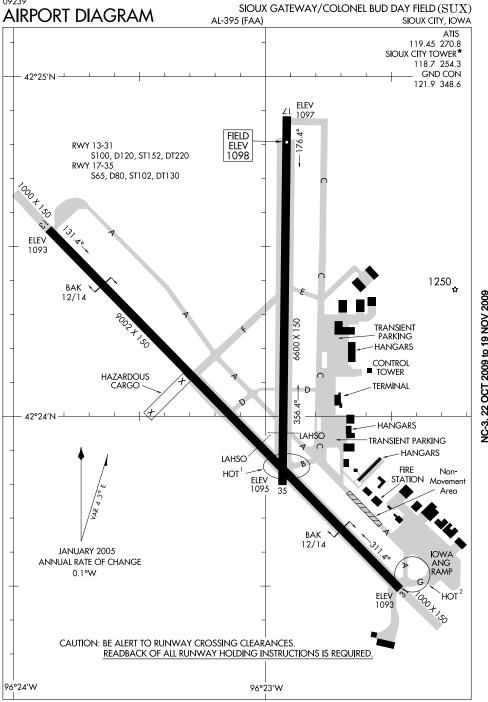


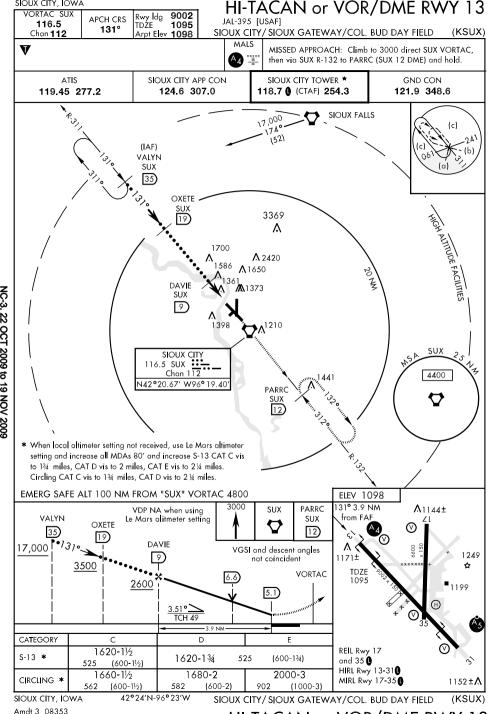


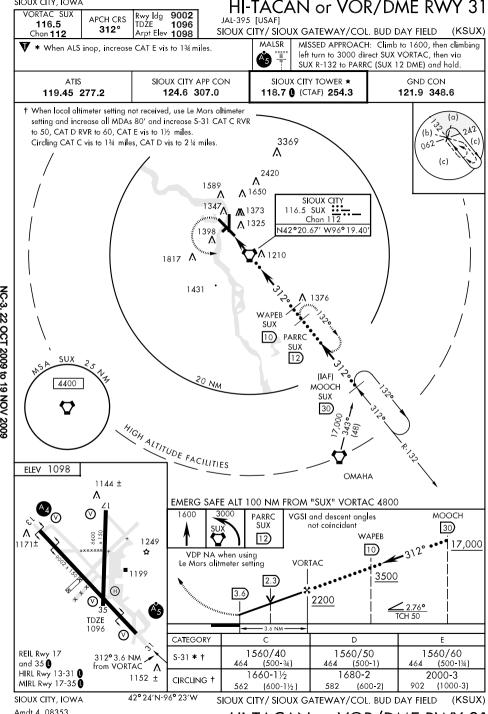
SIBLEY, IOWA AL-6829 (FAA) Rwy Idg 2987 NDB or GPS RWY 17 NDB ISB APP CRS TDŹE 1537 269 155° SIBLEY MUNI (ISB) Apt Elev 1537 MISSED APPROACH: Climb to 3200 then right turn direct ISB Use Worthington MN altimeter setting. NDB and hold. MINNEAPOLIS CENTER UNICOM 132.05 317.4 122.8 (CTAF) (**∆** 2307 NSA ISB 25 M 3400 BILOO ักป์° (9) NC-3 22 OCT 2009 to 19 NOV 2009 (AXEVY) 1742 ± **1** 2107 IAF SIBLEY 269 ISB <u>∷:.</u>. ELEV 1537 155° to NDB TDZE 10 NM 1537 ISB 3200 NDB Remain 0 within 10 NM 2987 X 50 269 ₃35 (AXEVY) 3200 1550 35 4 NM CATEGORY D 2160-13/4 S-17 2160-1 623 (700-1) NA 623 (700-13/4) 2160-13/4 CIRCLING 2160-1 623 (700-1) NA LIRL Rwy 17-35 (623 (700-13/4)

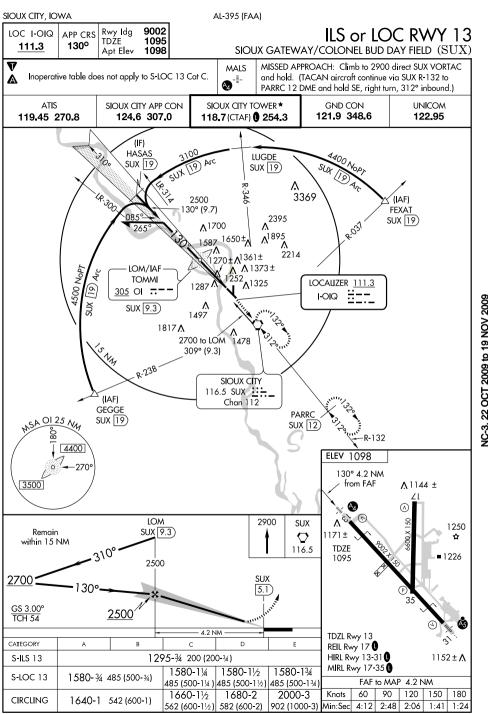


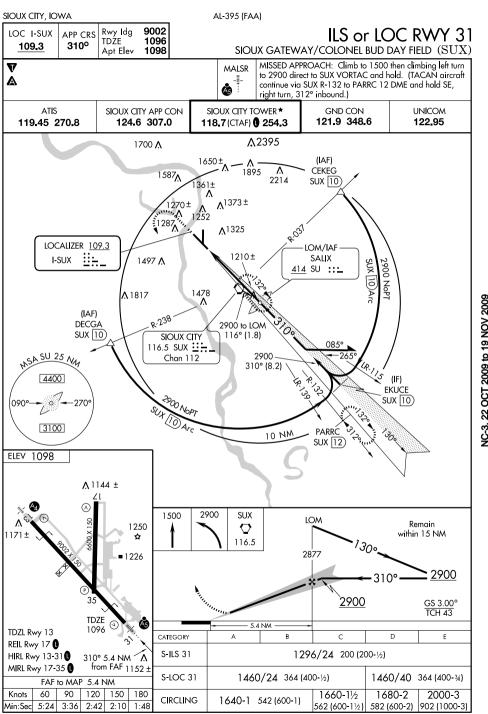


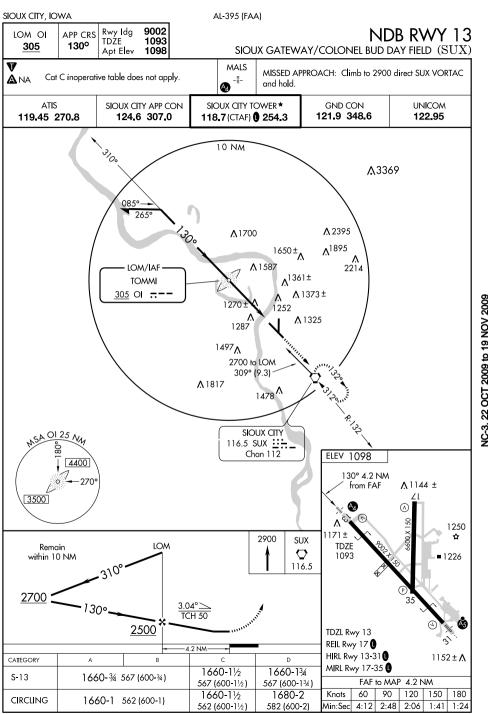


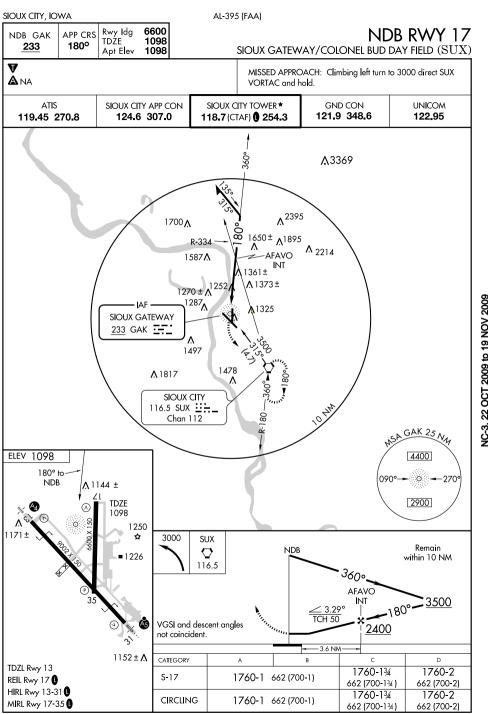


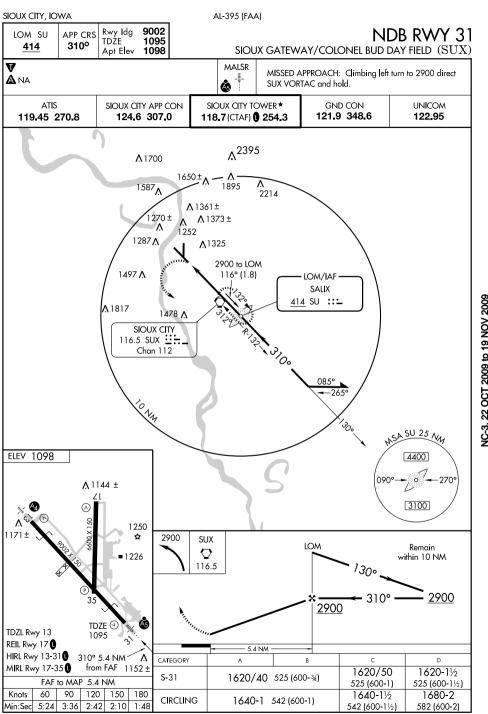


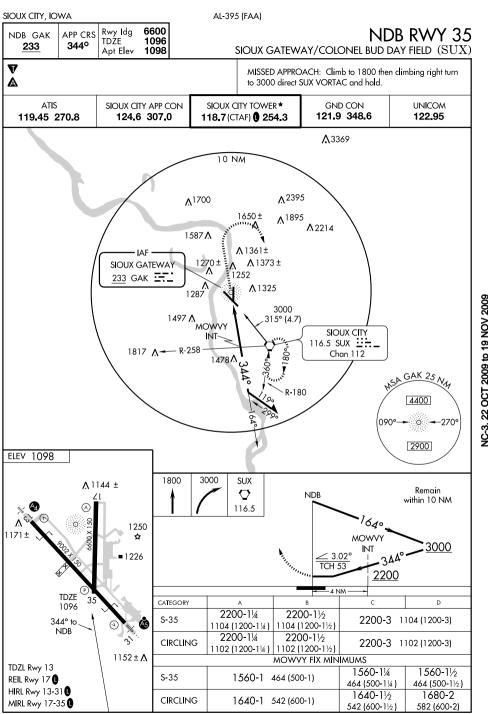












SIOUX CITY, IOWA AL-395 (FAA) WAAS 9002 Rwy Idg APP CRS RNAV (GPS) RWY 13 CH **57911** TDŹE 1095 1300 SIOUX GATEWAY/COLONEL BUD DAY FIELD (SUX) W13A Apt Elev 1098 For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F), DME/DME RNP -0.3 NA, Baro-VNAV NA when using Δ Le Mars altimeter setting. When local altimeter setting not received, use Le Mars MAIS MISSED APPROACH: Climb altimeter setting and increase all DA 70 feet and all MDA 80 feet. to 3900 direct WAVUK and Increase LPV visibility to RVR 5000 all Cats. Increase LNAV/VNAV visibility ¼ mile all Cats. Increase LNAV Cat C/D visibility ¼ mile and Cat E ½ mile. Increase circling Cat C/D visibility ¼ mile. Inoperative table does not apply to LNAV/VNAV and LNAV Cat C/É SIOUX CITY APP CON SIOUX CITY TOWER★ GND CON UNICOM ATIS 121.9 348.6 122.95 119.45 270.8 124.6 307.0 118.7 (CTAF) 0 254.3 △ OYENS SA RW 13 25 My 3500 4400 (IAF) 179.41 WAGUX \Diamond 3369 ₺ (IF/IAF) VOGYÜ 2395 \Lambda NC-3 22 OCT 2009 to 19 NOV 2009 Λ 1700 1895 € 1650 ± A **∧** 1587 (IAF) 3500 (FAF) **∧**1361± JÓVDU **YABUR** 1361± **∆**1373± Λ ... 1252 **%**1193± 1287 Λ 1325 ∧ RW13 **ATLES** 1497A MISSED APCH FIX 3500 to VOGYU 311° (16.1) 1817_A 1098 1478 Λ **ELEV** 130° to Procedure NA for arrivals on SUX VORTAC **RW13** ∧ 1144 ± airway radials 298 CW 331. WAVUK VGSI and RNAV alidepath 3900 VOGYU 7 NM **(4)** not coincident. Holding Pattern 1250 1171± **YABUR** ☆ TD7F 1300. RW13 1226 1095 GS 3.00° 2500 TCH 54 6.8 NM 4.2 NM CATEGORY С D Α В LPV DA 1295/40 200 (200-3/4) LNAV/ DA 1582-13/4 487 (500-13/4) VNAV 1152± **∧** TDZL Rwy 13 1620-11/2 LNAV MDA 1620/40 525 (600-34) 1620-13/4 525 (600-13/4) REIL Rwy 17 525 (600-11/2) HIRL Rwy 13-31 1660-11/2 1680-2 2000-3 CIRCLING 1640-1 542 (600-1) MIRL Rwy 17-35 562 (600-11/2) 582 (600-2) 902 (1000-3)

SIOUX CITY, IOWA AL-395 (FAA) Rwy Idg 6600 RNAV (GPS) RWY 17 APP CRS TDŹE 1098 175° SIOUX GATEWAY/COLONEL BUD DAY FIELD (SUX) Apt Elev 1098 DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Le Mars altimeter MISSED APPROACH: Climbing left turn to 4400 setting and increase all MDA 80 feet. Increase LNAV and direct JMBON and hold. circlina Cat C/D visibility 1/4 mile. GND CON ATIS SIOUX CITY APP CON SIOUX CITY TOWER★ UNICOM 119.45 270.8 124.6 307.0 118.7 (CTAF) 0 254.3 121.9 348.6 122.95 Procedure NA for arrivals at OYENS via V175 north bound **OYENS** and arrivals at HURLI via V159 northwest bound. AAOO 1,081 4 NM (IF/IAF) **IMBON** (IAF) UGHEF 3400 NoPT 3400 NoPT (IAF) HURLI 3400 085° 265 OKQĖW 081 (5)(13.8)∴ 3369 AC-3 22 OCT 2009 to 19 NOV 2009 98 25 69 6.6 (FAF) 1700 A AKJAW **1** 2395 1895 ∧ 1587 Λ_{1650±} Λ 2214 WEPDA Λ 2.1 NM to **∧**1361± RW17 1253 ± **∧** 1373 ± 1270 ± Λ RW 17 25 Ny RW17 1287 Λ **∆**1325 4400 1098 **ELEV** 175° to 1497 **(** RW17 ∧1144 ± **∆**1817 **∧** 1478 TD7F 1098 VGSI and descent angles not coincident. 4400 4 NM **IMBON** 1250 Holding Pattern **JMBON AKJAW 1226** WEPDA 2.1 NM to RW17 2900 1880 2.1 NM 6.6 NM CATEGORY 1152 ± A 1660-13/4 TDZL Rwy 13 1660-11/2 LNAV MDA 1660-1 562 (600-1) REIL Rwy 17 0 562 (600-11/2) 562 (600-1%) HIRL Rwy 13-31 1660-11/2 1680-2 CIRCLING 1660-1 562 (600-1) MIRL Rwy 17-35 562 (600-11/2) 582 (600-2)

2000-3

902 (1000-3)

1660-11/2

562 (600-1½)

1640-1 542 (600-1)

1680-2

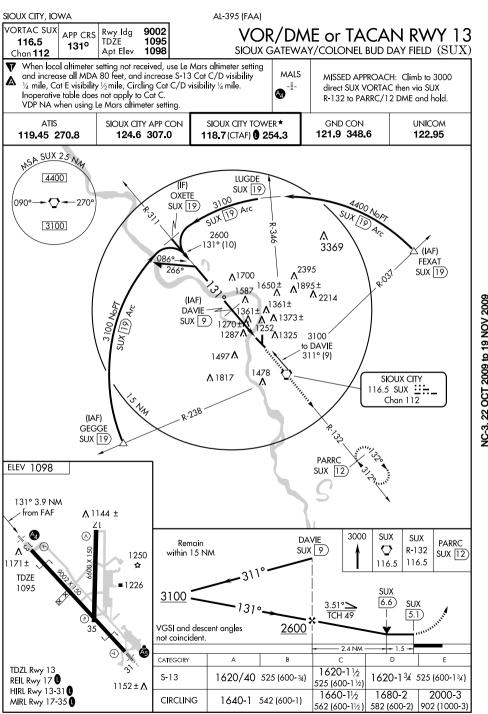
582 (600-2)

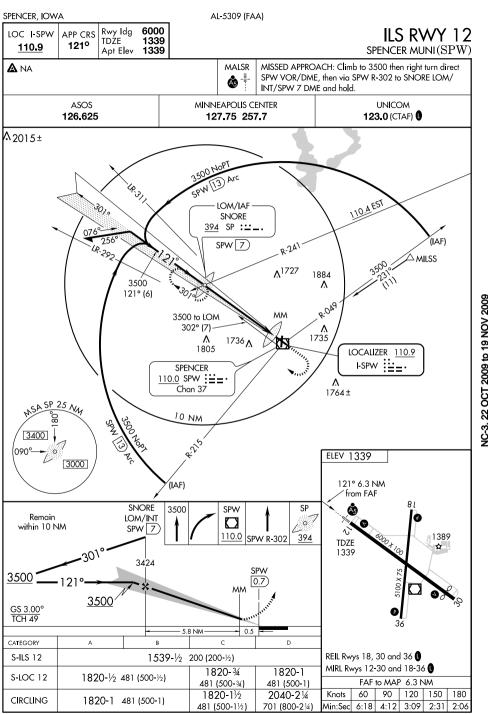
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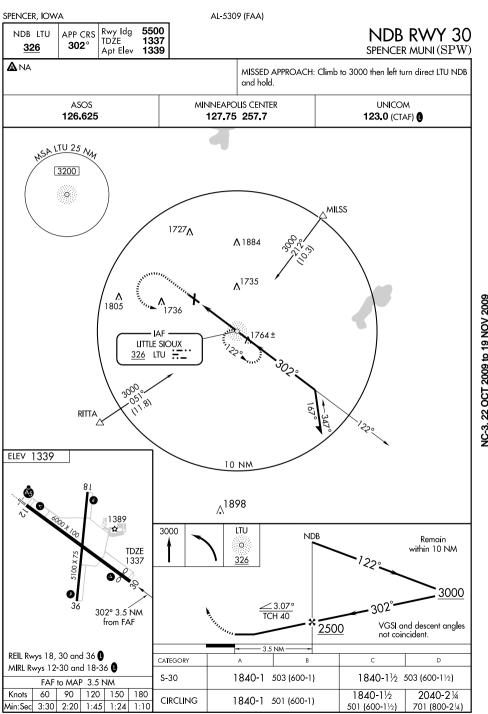
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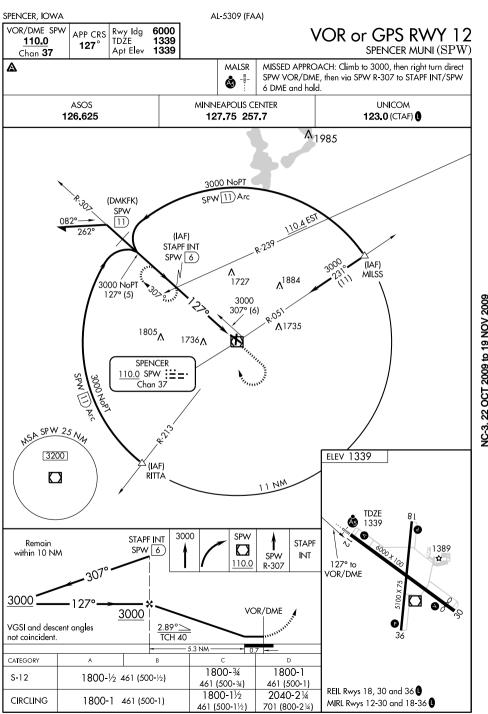
RW31

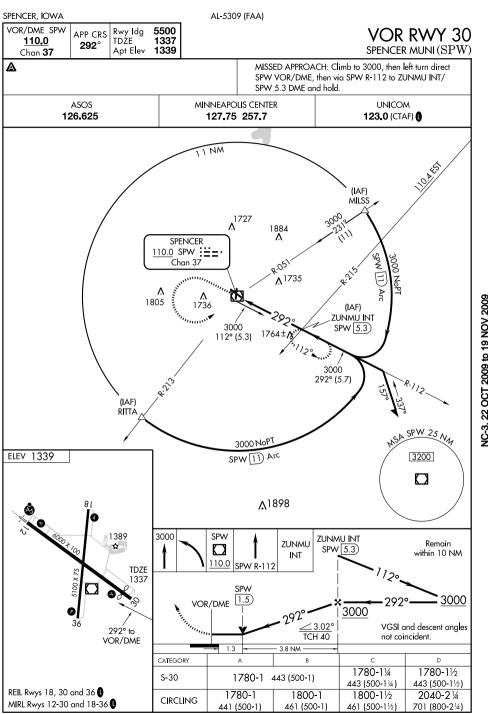
CIRCLING

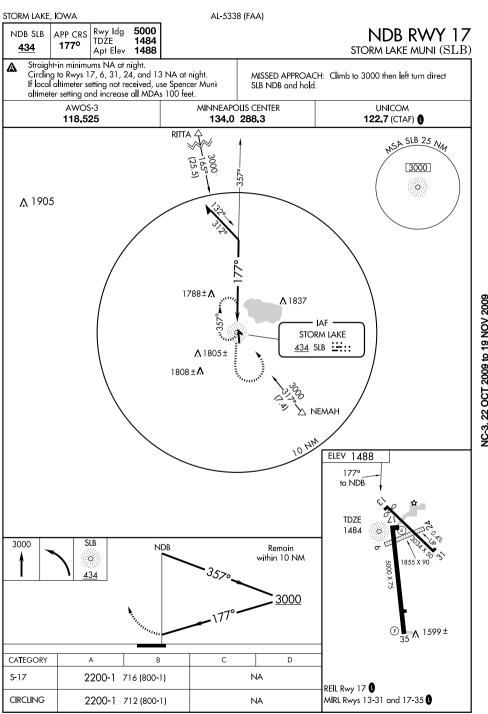


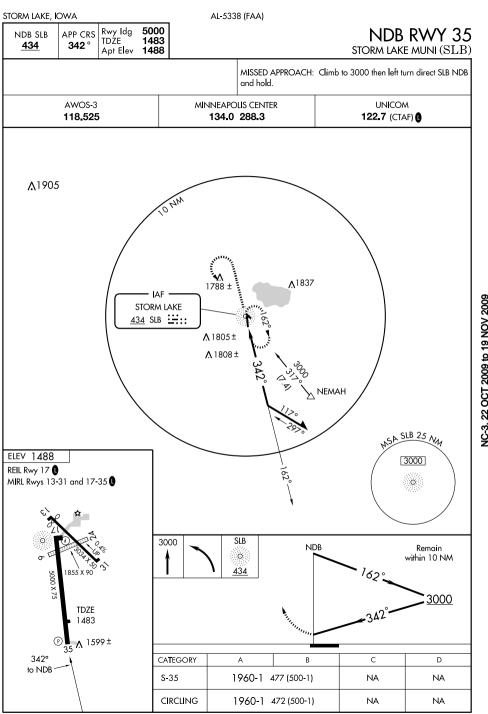




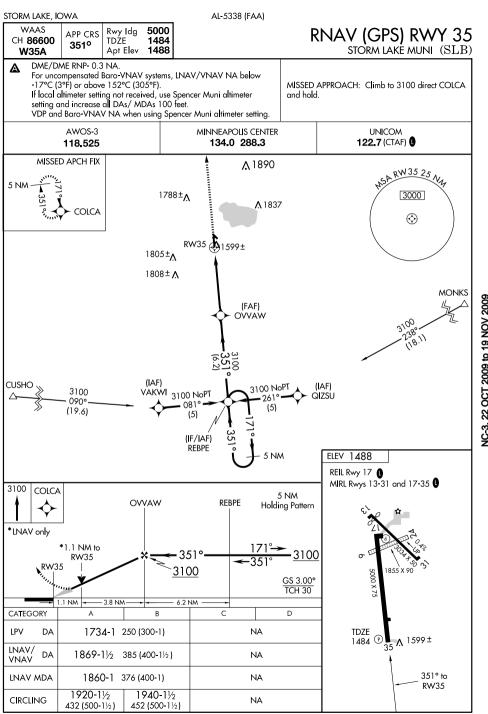






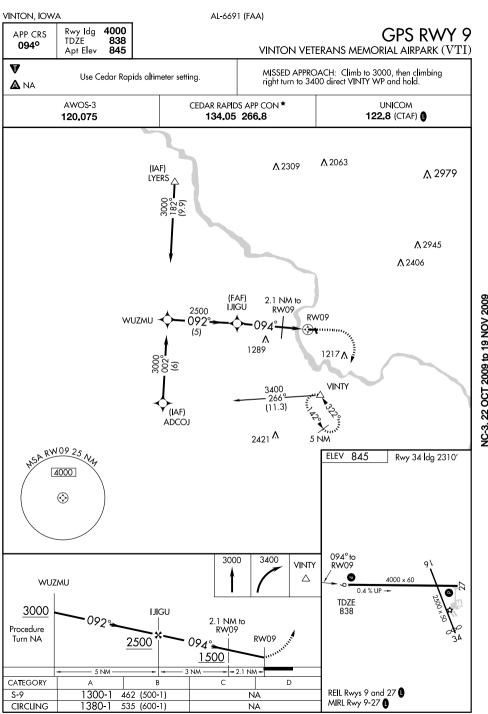


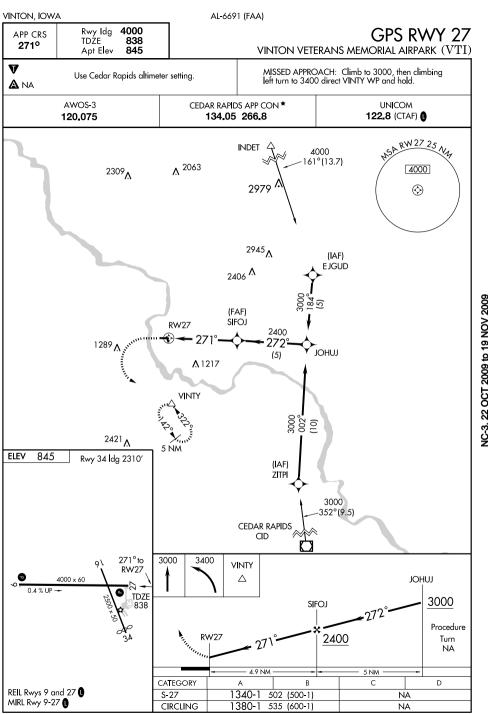
STORM LAKE, IOWA AL-5338 (FAA) 5000 Rwy Idg RNAV (GPS) RWY 17 APP CRS TDŹF 1484 1710 STORM LAKE MUNI (SLB) Apt Elev 1488 DME/DME RNP- 0.3 NA. If local altimeter setting not received; A use Spencer Muni altimeter setting and increase all MDAs 100 feet. MISSED APPROACH: Climb to 3100 direct REBPE VDP NA when using Spencer Muni altimeter setting. and hold Straight-in minimums NA at night. Circling to Rwys 17, 6, 31, 24 and 13 NA at night. AWOS-3 MINNEAPOLIS CENTER UNICOM 118.525 134.0 288.3 122.7 (CTAF) (P NELIC CISAC 🛆 (IF/IAF) COLCA 3100 NoPT 3100 NoPT 261 (IAF) 081 (5) (5) JÁSVÁ (IAF) Δ 1905 FELGU 20 2 20 OCT 2009 to 19 NOV 2009 (FAF) 45A RW 17 25 Ny **FOVAM** HIMPI 1.8 NM to 3000 RW17 1788 ± Λ **∧** 1837 \bigcirc 1609± RW17 1805±[∧] MISSED APCH FIX **ELEV 1488 1**808± **REBPE** 171° to RW17 3100 **REBPE** TDZE COLCA **FOVAM** 5 NM 1484 Holding Pattern HIMPI 1.8 NM to RW17 3.05° 1.1 NM to 5000 X 3100 TCH 30 RW17 3100 **RW17** 2100 6.1 NM -3.1 NM --0.7- -- 1.1 35 ∧ 1599± CATEGORY Α D 1860-1 LNAV MDA 376 (400-1) NA REIL Rwy 17 (1920-1 1940-1 CIRCLING NA MIRL Rwys 13-31 and 17-35 0 432 (500-1) 452 (500-1)

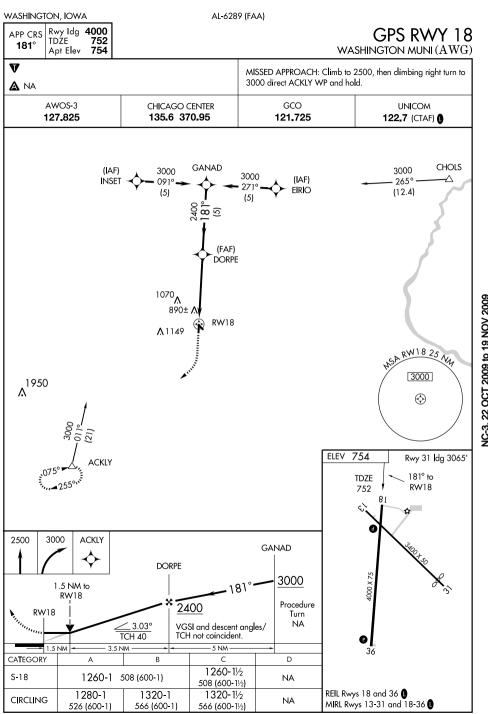


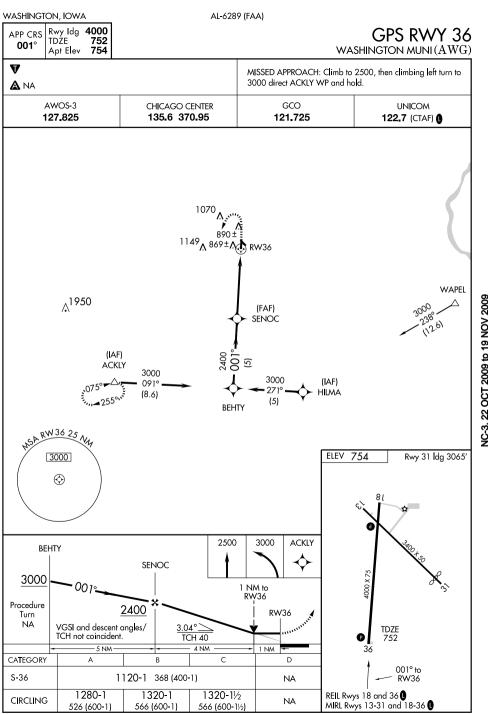
TIPTON, IOWA	AL-692	24 (FAA)			
APP CRS Rwy Idg 3000 TDZE 840 Apt Elev 840		TIP	GI TON/MATHEWS	PS RWY 11 MEMORIAL (8C4)	
▼ Use Cedar Rapids altimeter setting.		MISSED APPROACH: Climb to 3500 direct to BILOX WP and hold.			
CEDAR RAPIDS APP CON	<u></u>	CTAF			
119.7 266.8	122.9				
(IAF) CEDUH 2600 098° (17.3) SOLUM	2600 110° (6.9) 2249 AA 2249			4 NM NOSIONILIA BILOX	
(IAF)		3500 BILOX	108° to MUSBY	000 x 60	
2600	708° 5 NM	USBY NA NA	840 *** MIRL Rwy 11-29	\$	

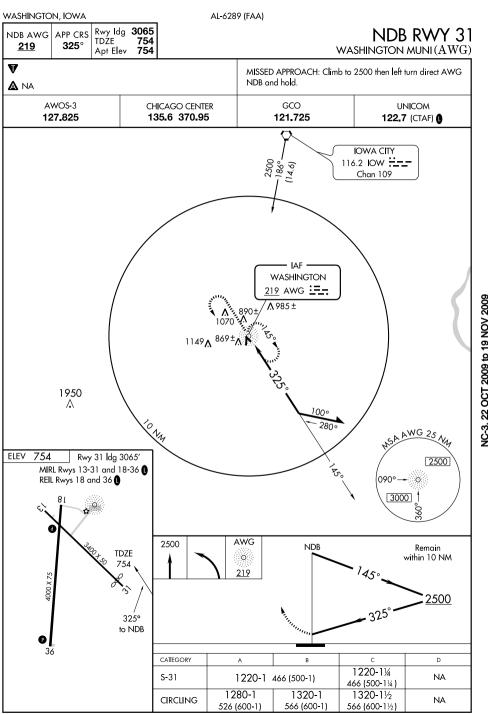
TIPTON, IOWA			AL-692	4 (FAA)		
VOR/DME CIE 114_1 Chan 88	nage TD	y Idg 3000 ZE 840 If Elev 840		TIP		OR RWY 11 MEMORIAL (8C4)
▼ Use Cedar Rapids altimeter setting.			MISSED APPROACH: Climb to 3200, then left turn direct CID VOR/DME and hold.			
▲ NA	CED + D D + DIDC	4 DD CO11 :		VOR/ DIME and hold		
CEDAR RAPIDS APP CON ★ 119.7 266.8			CTAF 122.9			
R-279 114 R-279 10992 2799, 4YSHA		2000 SAMAL	3200	2500 0999 (10) 2249 1.	JAMMS INT CID 24 A 2249 ELEV 840 099° 5.1 NM from FAF	1032A
CID 3200	14)	CID <u>[</u> : 	24)	\ <u>114.1</u>	TDZE - 840	3000 x 60
<u>3200</u> Procedu	099°			CID 29.1)		(*)
Procedu N.		2500				
CATEGORY	10 N	В В	5.1 NM —	D	1	
S-11	1300-1	1300-11/4		NA	MIRL Rwy 11-29	AD 5 1 NM
CIRCLING	460 (500-1) 1440-1	460 (500-1½) 1460-1½		NA	Knots 60 90	
	600 (600-1)	620 (700-11/4)	· [13/5	Min:Sec 5:06 3:2	24 2:33 2:02 1:42



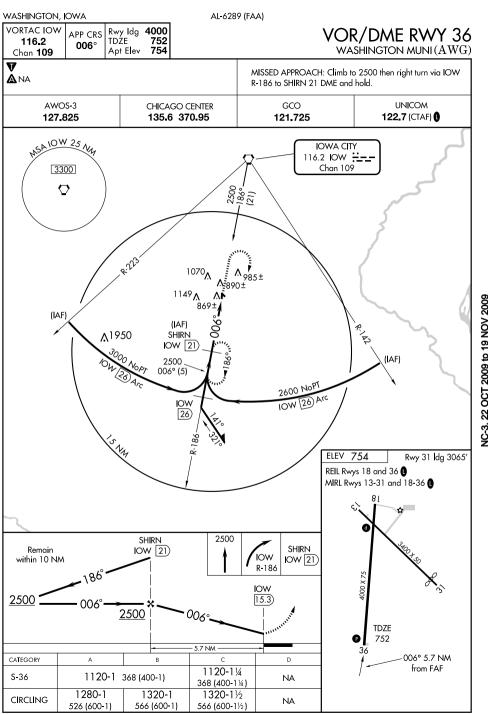


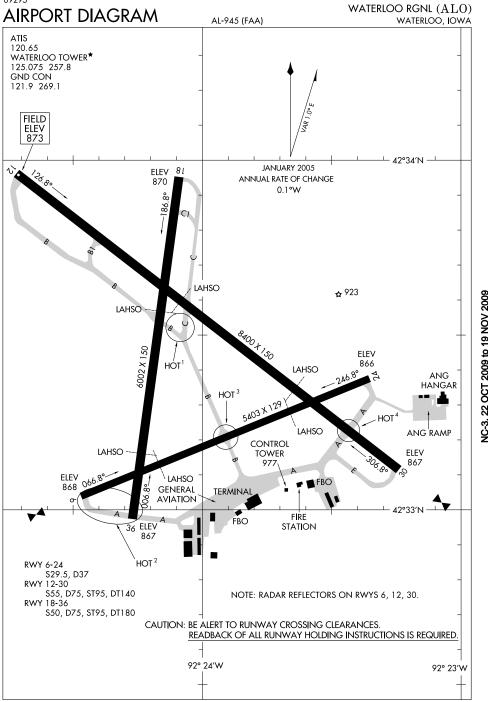


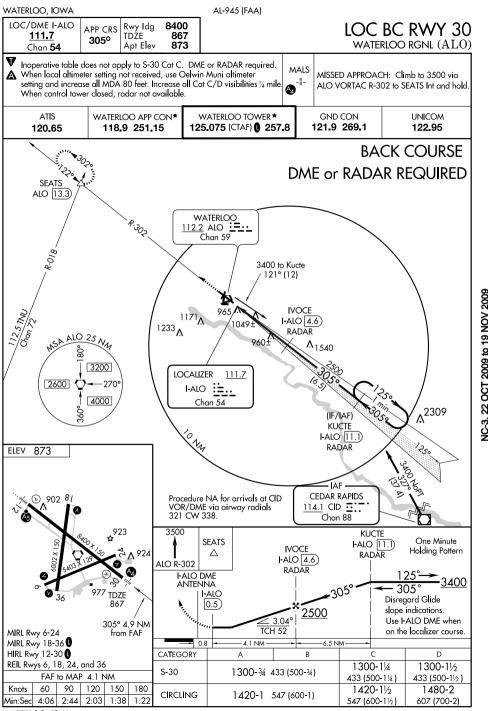


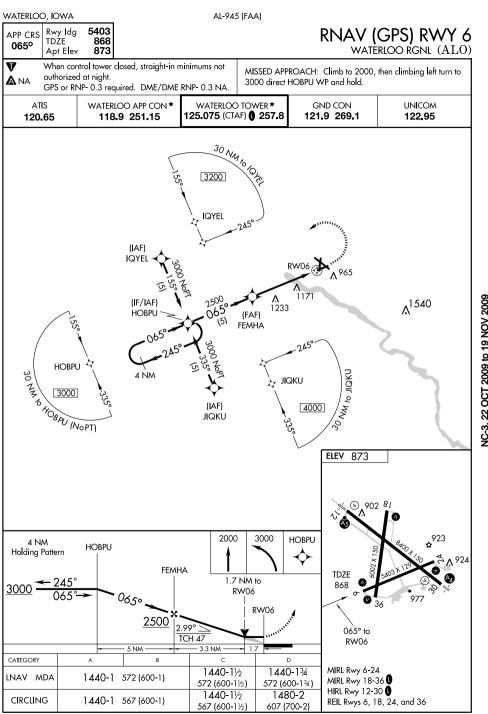


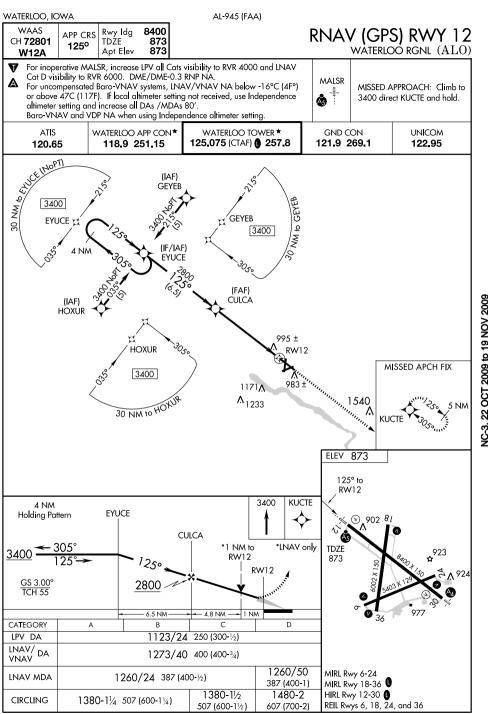
AL-6289 (FAA) WASHINGTON, IOWA **VORTAC IOW** Rwy Idg 3065 VOR/DME RNAV or GPS RWY 31 APP CRS 116.2 TDŹE 754 310° WASHINGTON MUNI (AWG) 754 Apt Elev Chan **109** V MISSED APPROACH: Climb to 2400 then left turn direct GIGTY WP and hold. A NA AWOS-3 CHICAGO CENTER GCO UNICOM 127.825 135.6 370.95 121.725 122,7 (CTAF) (IOWA CITY 116.2 IOW :--Chan 109 1070 869± 1070 (FAF) (ATGEY) NC-3 22 OCT 2009 to 19 NOV 2009 5 NM from MAP WP N41°12.85′-W91°35.44′ \alpha¹⁹⁵⁰ 5,00 -MAP **BRTAA** N41°16.37′-W91°40.14′ 116.2 IOW 184.7°-15.0 770 SA BRTAA 25 Ny IAF **GIGTY** N41°09.39′-W91°30.83′ 3000 754 116.2 IOW 163.3°-22.2 **ELEV** Rwy 31 Ida 3065' 2400 **GIGTY** (ATGEY) **GIGTY** 5 NM from 4 NM MAP WP Holding Pattern TDZE 4000 X 75 754 **BRTAA** 2400 MAP WP 310° to **∠** 3.01° MAP WP -1-4 NM 5 NM -36 CATEGORY D Α 1120-1 S-31 366 (400-1) NA REIL Rwys 18 and 36 1 1280-1 1320-1 1320-11/2 CIRCLING NA MIRL Rwys 13-31 and 18-36 (526 (600-1) 566 (600-1½) 566 (600-1)

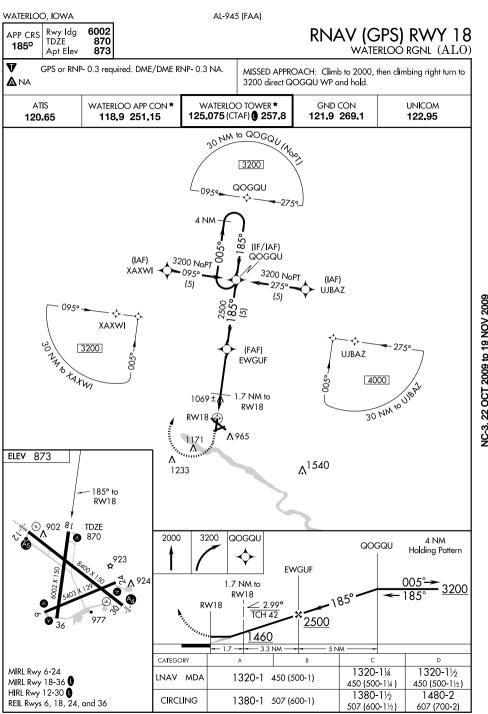






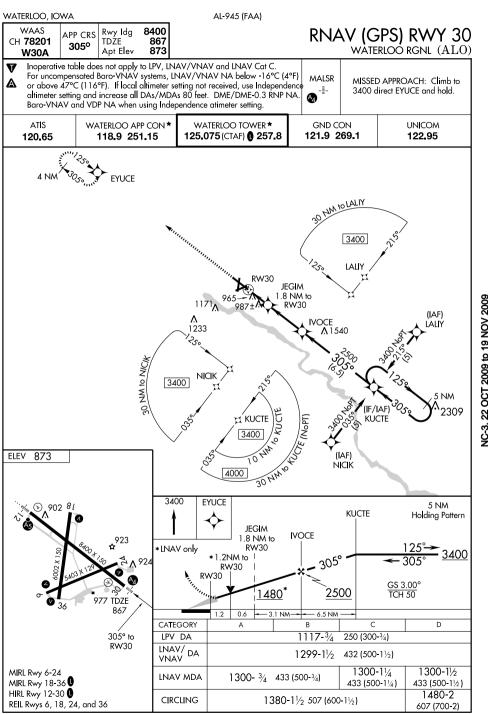


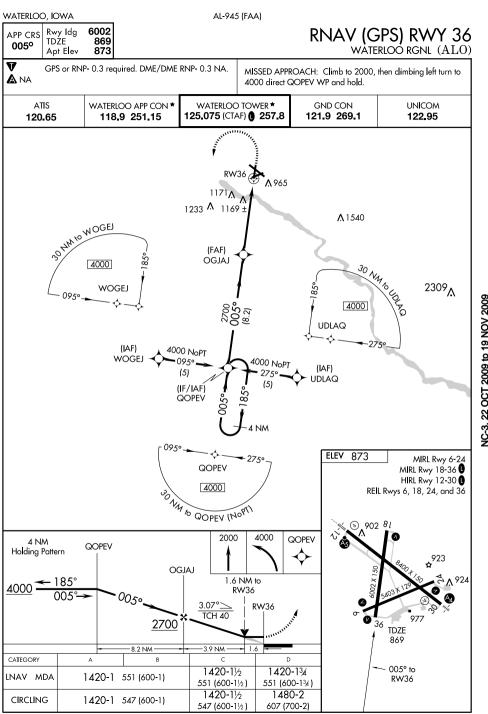


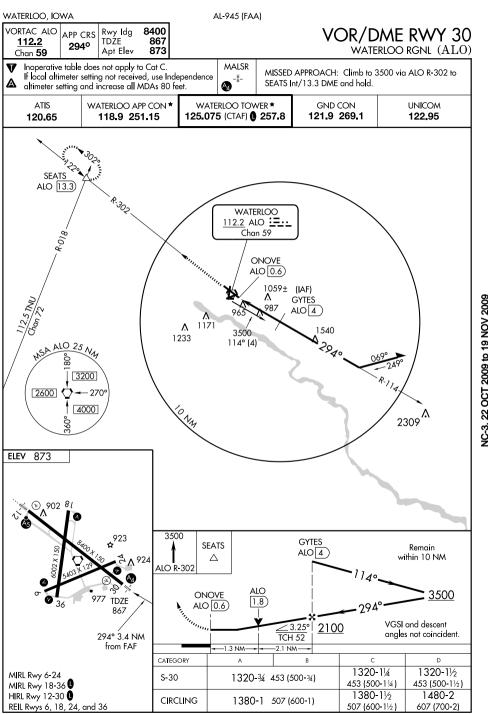


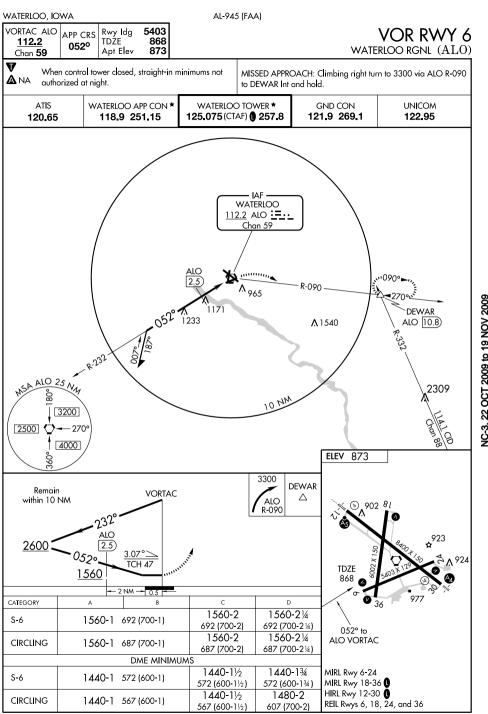
WATERLOO, IOWA AL-945 (FAA) Rwy Ida 5403 RNAV (GPS) RWY 24 APP CRS TDZE 867 245° WATERLOO RGNL (ALO) Apt Elev 873 V When control tower closed, straight-in minimums not MISSED APPROACH: Climb to 2000, then climbing right turn to authorized at night. **A**NA 4000 direct NEHWY WP and hold. GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA. ATIS WATERLOO APP CON★ WATERLOO TOWER * GND CON UNICOM 125.075 (CTAF) 0 257.8 121.9 269.1 122.95 120.65 118.9 251.15 JAN 10 NEHWY (MOP) 30 NM to 1 4000 (IAF) OKSEJ OKSEJ 4000 4 NM NEHWY (IF/IAF) 2700 245° NEHWY (FAF) **EVMOQ** (8.3) (IAF) IMDIW 1.9 NM to ^**^** 965 RW24 ¹²³³∧ 1171 **IMDIW** ¹⁵⁴⁰∧ 4000 No Moiw ELEV 873 Λ²³⁰⁹ 245° to 2979 D. 902 81 RW24 **TDZE** 867 4000 2000 NEHWY 4 NM NEHWY Holding Pattern **EVMOQ** 1.9 NM to RW24 245° 1 NM to ≤ 3.05° RW24 TCH 52 2700 RW24 1540 1 NM 0.9 3.6 NM-8.3 NM -CATEGORY C D MIRL Rwy 6-24 1240-11/4 LNAV MDA 1240-1 373 (400-1) MIRL Rwy 18-36 **U** 373 (400-11/4) HIRL Rwy 12-30 (1380-11/2 1480-2 CIRCLING 1380-1 507 (600-1) REIL Rwys 6, 18, 24, and 36 507 (600-1½) 607 (700-2)

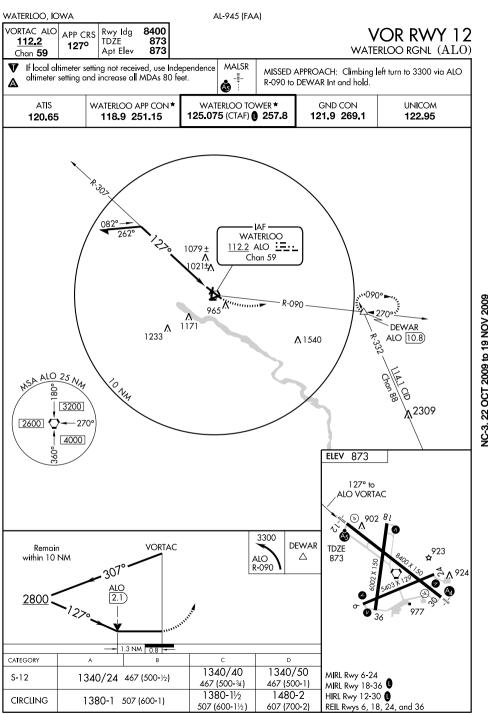
NC-3 22 OCT 2009 to 19 NOV 2009

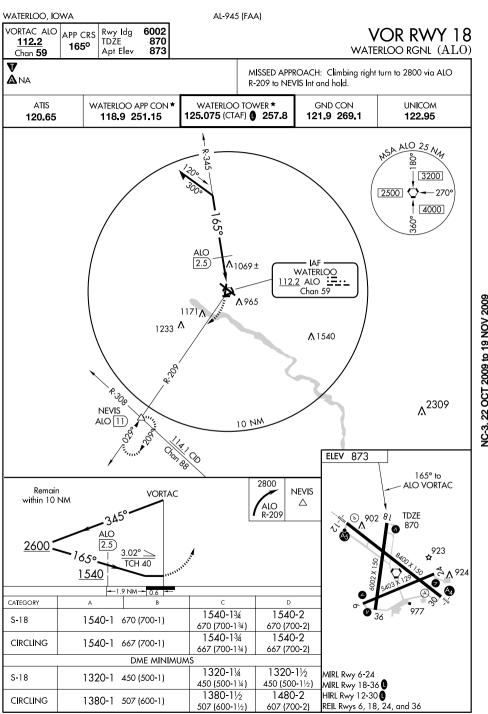




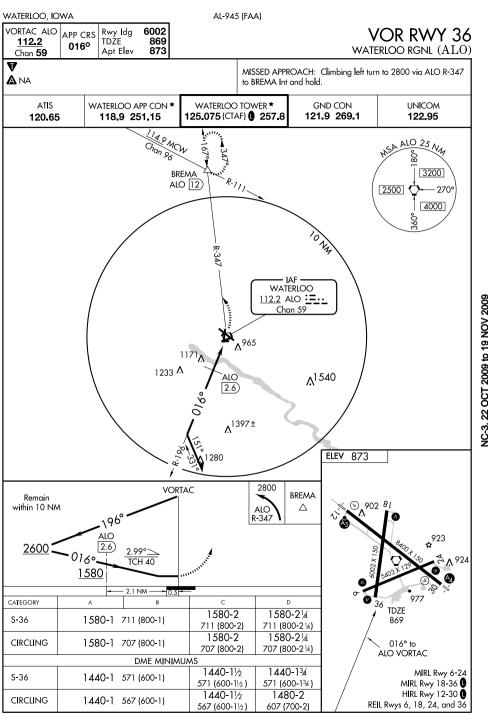


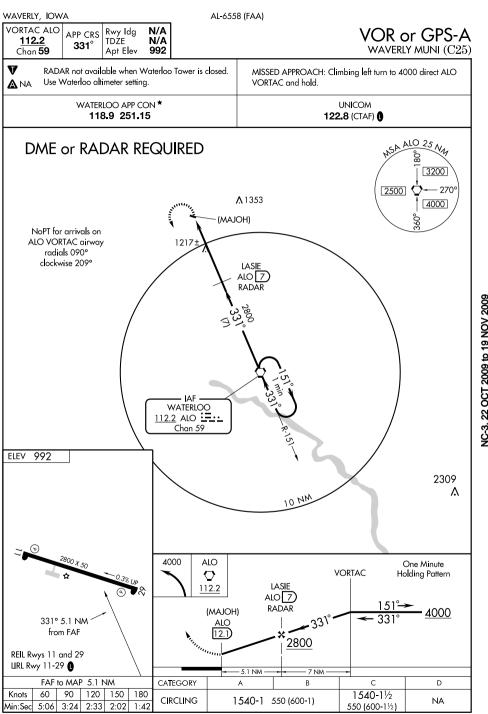


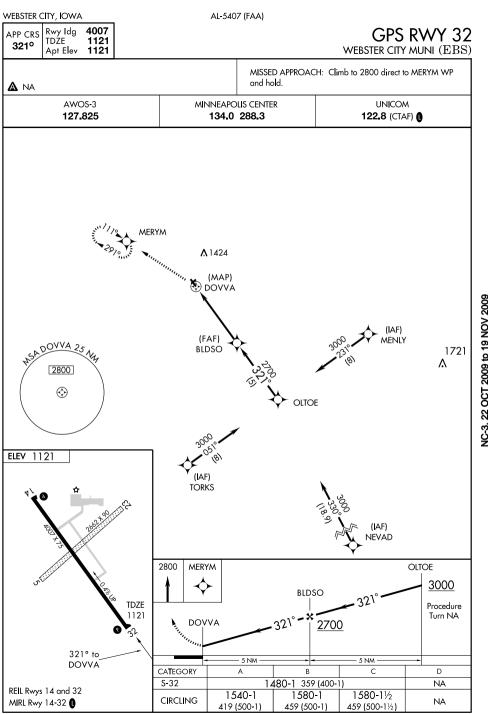


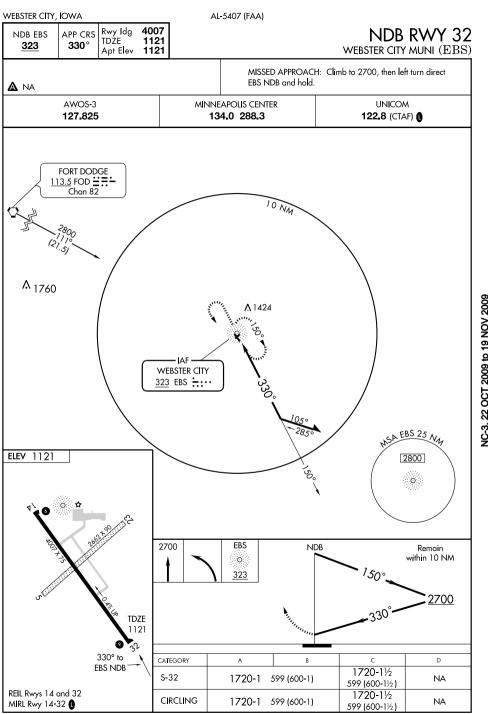


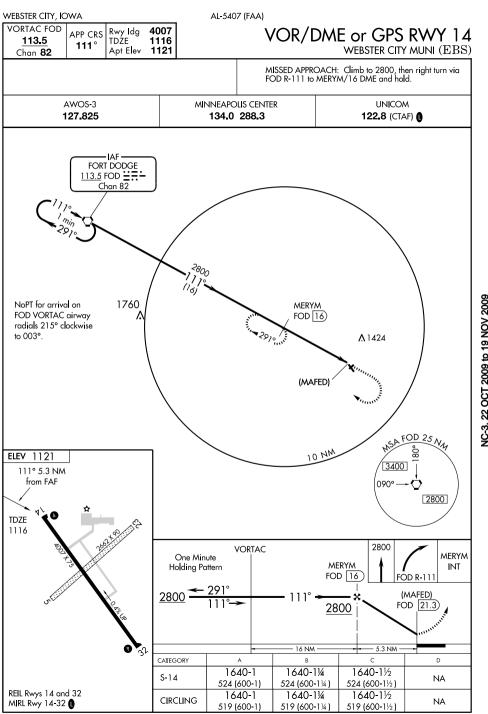
NC-3 22 OCT 2009 to 19 NOV 2009

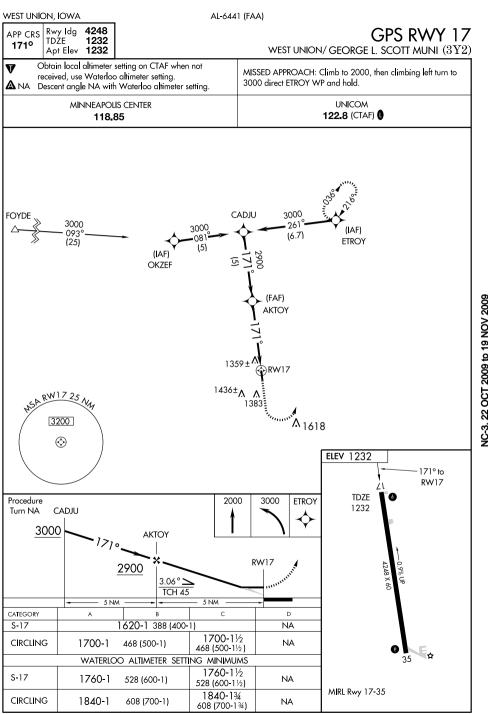


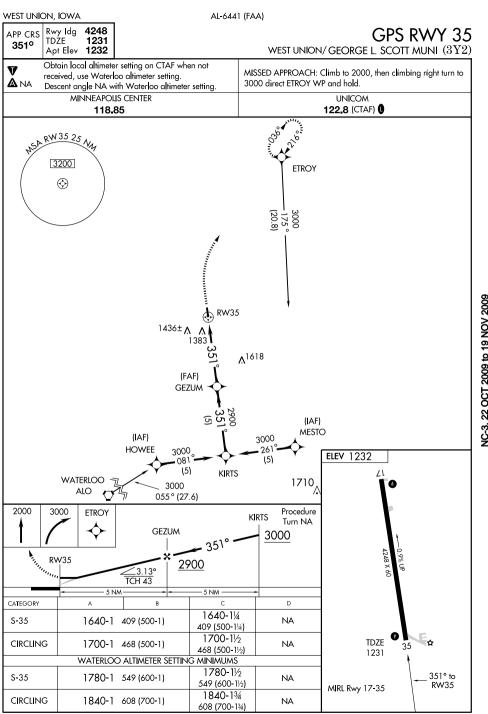


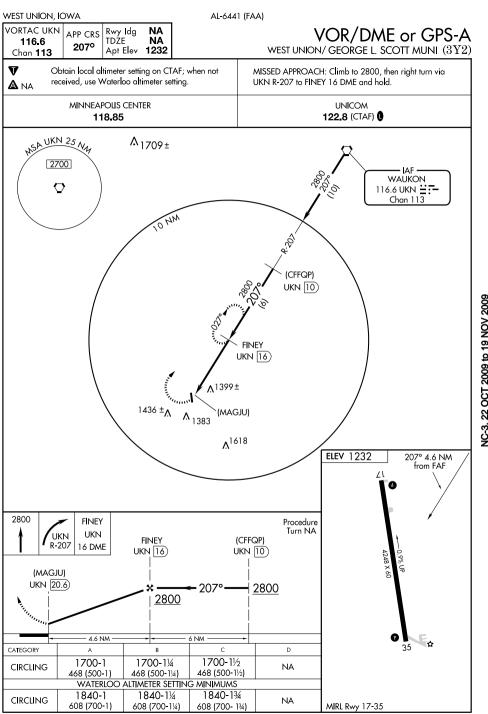


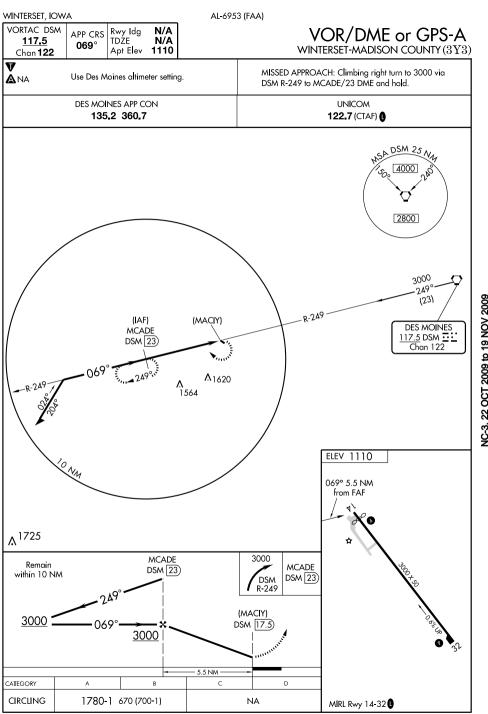












22 OCT 2009 to 19 NOV 2009

ALTERNATE MINS



INSTRUMENT APPROACH PROCEDURE CHARTS



IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME	ALTERNATE MINIMUMS	NAME	ALTERNATE MINIMUMS		
AINSWORTH, NE		BLAIR, NE			
AINSWORTH MUNI	RNAV (GPS) Rwy 13 ¹ RNAV (GPS) Rwy 17 ¹	BLAIR MUNI	RNAV (GPS) Rwy 13 RNAV (GPS) Rwy 31		
	RNAV (GPS) Rwy 311	NA when local wea			
	RNAV (GPS) Rwy 351	101111111111111111111111111111111111111	and not available.		
	VOR Rwy 35 ²	BROKEN BOW, NE			
¹ NA when local weath ² Category D, 800-21/4		BROKEN BOW MU	NI RNAV (GPS) Rwy 14 RNAV (GPS) Rwy 32		
3 , ,			VOR Rwy 14		
ALBION, NE			VOR/DME Rwy 32		
ALBION MUNI	NDB Rwy 33	NA when local wea	ther not available.		
	RNAV (GPS) Rwy 15				
	RNAV (GPS) Rwy 33	CHADRON, NE			
NA when local weath	er not available.	CHADRON MUNI	ILS Rwy 2 ¹² NDB Rwy 20 ¹		
ALLIANCE, NE			VOR/DME Rwy 2 ³⁴		
ALLIANCE MUNI	RNAV (GPS) Rwy 8		VOR/DME Rwy 20 ³⁵		
	RNAV (GPS) Rwy 12	¹ NA when Chadron			
	RNAV (GPS) Rwy 26		or operators with approved		
	RNAV (GPS) Rwy 30	weather reporting	service.		
	VOR Rwy 30	² ILS, 700-2.			
NA when local weath	er not available.	³ NA except for operators with approved			
ALIDODA NE		weather reporting			
AURORA, NE AURORA MUNI-			000-2; Category C, 1000-		
	RNAV (GPS) Rwy 16	2¾, Category D,	300-2; Categories C, D,		
AL FOITER FIELD	RNAV (GPS) Rwy 34	1300-3.	300-2, Categories C, D,		
NA when local weath		1300-3.			
NA WHEIT local Weath	er not available.	COLUMBUS, NE			
BEATRICE, NE			LOC/DME Rwy 141		
	RNAV (GPS) Rwy 1712	002011120011101111	VOR Rwy 14 ²		
	RNAV (GPS) Rwy 3512	¹ NA when local we	ather not available.		
	VOR Rwy 13 ¹²	² Category D, 800-			
	VOR Rwy 173	3 , ,			
	VOR Rwy 3512	DODGE CITY, KS			
¹ NA when local weath	ner not available.	DODGE CITY			
² Category D, 800-21/4.		RGNL	ILS or LOC Rwy 14		
³ Categories A,B, 1000-2; Categories C,D,			RNAV (GPS) Rwy 14		
1000-3.			RNAV (GPS) Rwy 32		
		NA when local wea	ther not available.		





NAME ALTERNATE MINIMUMS FALLS CITY, NE	NAME ALTERNATE MINIMUMS HUTCHINSON, KS
BRENNER FIELD RNAV (GPS) Rwy 32 NA when local weather not available.	HUTCHINSON MUNI ILS Rwy 13¹ LOC BC Rwy 31¹ NDB Rwy 13¹
FREMONT, NE FREMONT MUNI RNAV (GPS) Rwy 14	RNAV (GPS) Rwy 13 ² RNAV (GPS) Rwy 31 ²
NA when local weather not available.	¹ NA when control tower closed. ² NA when local weather not available.
GARDEN CITY, KS	
GARDEN CITY RGNL RNAV (GPS) Rwy 12	IMPERIAL, NE
RNAV (GPS) Ryw 17	IMPERIAL MUNI RNAV (GPS) Rwy 13
RNAV (GPS) Rwy 30	RNAV (GPS) Rwy 31
RNAV (GPS) Rwy 35	NA when local weather not available.
VOR/DME Rwy 17	
VOR/DME Rwy 30	KEARNEY,NE
VOR/DME Rwy 35	KEARNEY RGNL RNAV (GPS) Rwy 18
NA when local weather not available.	RNAV (GPS) Rwy 36
	NA when local weather not available.
GRANDISLAND, NE	
CENTRAL NEBRASKA	LAWRENCE, KS
RGNLILS or LOC Rwy 35 ¹	LAWRENCE MUNIILS or LOC Rwy 331
RNAV (GPS) Rwy 13 ²	RNAV (GPS) Rwy 15
RNAV (GPS) Rwy 17 ²	RNAV (GPS) Rwy 33
RNAV (GPS) Rwy 31 ²	VOR/DME-A
RNAV (GPS) Rwy 35 ² VOR/DME Rwy 31 ²	NA when local weather not available. 1ILS, Category C, 700-2.
¹ DME required.	
² NA when local weather not available.	LEXINGTON, NE JIM KELLY FIELD
GREATBEND, KS	LEXINGTON, NE JIM KELLY FIELDRNAV (GPS) Rwy 14 RNAV (GPS) Rwy 32
GREATBEND, KS	JIM KELLY FIELD RNAV (GPS) Rwy 14
	JIM KELLY FIELD RNAV (GPS) Rwy 14 RNAV (GPS) Rwy 32
GREATBEND, KS GREAT BEND MUNI NDB Rwy 35	JIM KELLY FIELD RNAV (GPS) Rwy 14 RNAV (GPS) Rwy 32
GREAT BEND, KS GREAT BEND MUNI	JIM KELLY FIELD
GREAT BEND, KS GREAT BEND MUNI	JIM KELLY FIELD
GREAT BEND, KS GREAT BEND MUNI	JIM KELLY FIELD
GREAT BEND, KS GREAT BEND MUNI	JIM KELLY FIELD
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GREAT BEND, KS GREAT BEND MUNI	JIM KELLY FIELD
GREAT BEND, KS GREAT BEND MUNI	JIM KELLY FIELD
GREAT BEND, KS GREAT BEND MUNI	JIM KELLY FIELD
GREAT BEND, KS GREAT BEND MUNI	JIM KELLY FIELD
GREAT BEND, KS GREAT BEND MUNI	JIM KELLY FIELD

A when local weather not available.
¹Category C, 800-2¼;Category D, 800-2½.



09183



NAME ALTERNATE MINIMUMS MC COOK, NE MC COOK RGNL ILS or LOC/DME Rwv 12 RNAV (GPS) Rwy 12 RNAV (GPS) Rwy 30 VOR Rwy 12 VOR Rwy 30 NA when local weather not available.

MC PHERSON, KS MC PHERSON RNAV (GPS) Rwy 18

RNAV (GPS) Rwy 36

NA when local weather not available.

NEBRASKA CITY, NE

NEBRASKA CITY MUNI ... RNAV (GPS) Rwy 15 RNAV (GPS) Rwy 33

NA when local weather not available.

NEWTON, KS

NEWTON-CITY-COUNTY . ILS or LOC Rwy 17 RNAV (GPS) Rwy 17

RNAV (GPS) Rwy 35 VOR/DME-A

NA when local weather not available.

NORFOLK.NE

KARL STEFAN

MEMORIAL RNAV (GPS) Rwy 1

RNAV (GPS) Rwy 19

NA when local weather not available.

NORTH PLATTE. NE

NORTH PLATTE RGNL AIRPORT

LEE BIRD FIELD ILS or LOC Rwy 30 DME required.

OGALLALA, NE

SEARLE FEILD RNAV (GPS) Rwv 8 RNAV (GPS) Rwy 26

NA when local weather not available.

OLATHE.KS

NEW CENTURY

AIR CENTERILS or LOC Rwy 3612 RNAV (GPS) Rwy 182 RNAV (GPS) Rwy 362

VOR-A2 ¹NA when control tower closed

²NA when local weather not available.

NAME OMAHA. NE

EPPLEY

AIRFIELDILS or LOC/DME Rwv 14L1 ILS or LOC/DME Rwy 14R1

ILS or LOC/DME Rwy 181 ILS or LOC Rwy 32L3

ALTERNATE MINIMUMS

ILS or LOC 32R² ILS Rwv 361 RNAV (GPS) Rwv 14L4 RNAV (GPS) Rwy 14R4 RNAV (GPS) Rwy 184

RNAV (GPS) Rwv 32L5 RNAV (GPS) Rwv 32R6 RNAV (GPS) Rwv 364 6097VOR Rwy 32L4

¹ILS, Categories A,B, 700-2; Category C, 800-2; Category D, 800-21/4. LOC, Category D. 800-21/4.

2ILS, Categories A.B.C. 700-2: Category D. 700-21/4. LOC, Category D, 800-21/4.

3ILS, Categories A,B,C, 800-2; Category D, 800-21/4. LOC, Category D,800-21/4.

4Category D, 800-21/4. ⁵Category D, 800-2½.

6Categories A,B,C,D, 800-21/2.

MILLARD RNAV (GPS) Rwy 12 RNAV (GPS) Rwy 30

NA when local weather not available.

O'NEILL, NE

THE O'NEILL MUNI-

JOHN L BAKER FIELD RNAV (GPS) Rwy 13 RNAV (GPS) Rwv 31

NA when local weather not available.

ORD.NE

EVELYN SHARP FIELD NDB Rwy 131 RNAV (GPS) Rwv 13 RNAV (GPS) Y Rwv 31 RNAV (GPS) Z Rwy 31

NA when local weather not available.

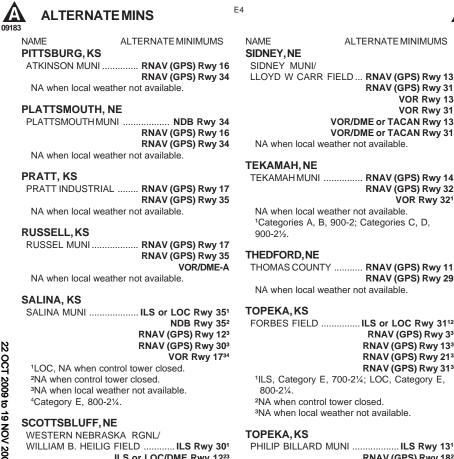
¹Categories A, B, 1000-2.

PARSONS, KS

TRI-CITY RNAV (GPS) Rwy 17 RNAV (GPS) Rwy 35 VOR/DME Rwy 17

NA when local weather not available.





ILS or LOC/DME Rwv 1223

RNAV (GPS) Rwy 53 RNAV (GPS) Rwy 1234 RNAV (GPS) Rwy 233 RNAV (GPS) Rwy 303 VOR/DME Rwv 53 VOR or TACAN Rwv 233

¹ILS, Category D, 700-2.

2ILS, Categories A,B,C, 700-2; Category D, 700-21/4. LOC, Category D,800-21/4.

3NA when local weather not available.

4Category D. 800-21/4.

VOR Rwy 31

VOR/DME or TACAN Rwv 31

RNAV (GPS) Rwv 32 VOR Rwv 321

FORBES FIELDILS or LOC Rwy 3112 RNAV (GPS) Rwy 33 RNAV (GPS) Rwy 133 RNAV (GPS) Rwy 213

RNAV (GPS) Rwv 182 RNAV (GPS) Rwv 222

¹LOC. NA when control tower closed.

²NA when local weather not available.

VALENTINE. NE

MILLER FIELD NDB Rwv 32.900-2.





NAME **ALTERNATE MINIMUMS** WICHITA, KS

COLONEL

JAMES JABARA ILS or LOC/DME Rwy 181 RNAV (GPS) Rwy 182

RNAV (GPS) Rwy 362 RNAV (GPS)-E2

VOR-A2

NA when local weather not available.

1ILS, Category D, 700-21/4; LOC, Category D, 800-21/4.

²Category D, 800-21/4.

WICHITA

MID-CONTINENT ILS or LOC Rwy 1L1

ILS or LOC Rwy 1R1 ILS Rwy 19R1

ILS or LOC Rwy 19L2

VOR Rwy 143

¹LOC, Category E, 800-21/4.

²Category E, 800-21/4.

3Category A, B, 900-2; Category C, 900-21/2;

Category D, 900-234.

YORK, NE

YORK MUNI RNAV (GPS) Rwy 17 RNAV (GPS) Rwy 35

NA when local weather not available.

RADAR INSTRUMENT APPROACH MINIMUMS

MARSHALL AAF (KFRI), KS (Fort Riley) (08241 USA)

FI FV 1065

HAT/

RADAR - (E) 120.35 254.35 T

	RWY	GS/TCH/RPI	CAT	DH MDA-VIS	HATh/ HAA	CEIL-VIS
PAR	4	3.0°/36/683	ABCD	1265-¾	200	(200-3/4)
ASR	4		AB C D	1700-1 1700-1¾ 1700-2	635 635 635	(700-1) (700-1 ³ / ₄) (700-2)
	22		AB C D	1680-1 1680-1¾ 1680-2	616 616 616	(700-1) (700-1 ³ / ₄) (700-2)
CIR	All Rwy ¹		AB C D	1700-1 1700-1¾ 1760-2¼	635 635 695	(700-1) (700-1¾) (700-2¼)

Lost Communications (All Rwys): As directed on initial contact. ¹Circling not authorized NW of RWY 4-22.

OFFUTT AFB (KOFF), NE (Omaha) (Amdt 1 08017 USAF) RADAR - (E) 127.85 135.35 281.5 290.550 298.875 335.5 340.9 378.8 \(\nabla \)

FI FV 1052

	<u>RWY</u>	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ <u>HAA</u>	CEIL-VIS
PAR ¹	30 ⁴⁵⁶	2.8°/57/1178	ABCDE	1189 /24	200	(200-½)
	12 ²³⁵⁷⁸	3.0°/46/1066	ABCDE	1293 /50	250	(300-1)

1PAR opr 1200-0400Z++ Mon-Fri, with option to close PAR early upon termination of 55th WG flying, Sat-Sun operations will be on call only, NO-NOTAM preventive maint sked: PAR 1300-1500Z++ Wed and Fri. ²When ALS inop, RVR/vis increase not required. ³VGSI and procedure TCH not coincident. 4When ALS inop, increase CAT ABCDE RVR to 40 and VIS to 3/4. ⁵CAUTION: Extensive light aircraft in vicinity Millard Muni. ⁶MISSED APPROACH: Climb and maintain 3000, fly heading 304°. Expect RADAR Vectors. 7CAUTION: Terrain 1053' MSL, 200' to 250' from threshold, 360' to 400' left of course. USAF: When VGSI INOP, straight in procedures to Rwy 12 at night requires approval from MAJCOM DO or equivalent. 8MISSED APPROACH: Climb and maintain 3000, fly heading 124°. Expect RADAR Vectors.

INSTRUMENT APPROACH PROCEDURE CHARTS

VIFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude, and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSI

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military takeoff minima, refer to appropriate service directives.

NAME

TAKE-OFF MINIMUMS

AINSWORTH. NE

374' right of centerline, 3' AGL/2589' MSL.

AINSWORTH MUNI (ANW) ORIG 08157 (FAA)

NOTE: Rwy 31, fence 81' from departure end of runway,

ALBION. NE

ALBION MUNI (BVN)

AMDT 1 08269 (FAA)

NOTE: Rwy 15, trees beginning 370' from departure end of runway, 72' left of centerline up to 98' AGL/1868' MSL. Fence and trees beginning 4' from departure end of runway, 114' right of centerline, up to 61' AGL/1831' MSL. Rwy 33, trees vehicles, terrain, and equipment beginning 93' from departure end of runway, 24' right of centerline, up to 52' AGL/1871' MSL. Trees, building, and equipment 175' from departure end of runway, 12' left of centerline, up to 57' AGL/1863' MSL.

ATKINSON. NE

STUART-ATKINSON MUNI (8V2) ORIG 98225 (FAA)

TAKE-OFF MINIMUMS: Rwvs 5.23. NA.

NAME TAKE-OFF MINIMUMS

AURORA.NE

AURORA MUNI - AL POTTER FIELD (AUH) ORIG 08269 (FAA)

NOTE: Rwy 16, trees beginning 74' from departure end of runway, 436' left of centerline, up to 70' AGL/1876' MSL. Vehicles on roadway beginning 396' from departure end of runway, left and right of centerline, up to 15' AGL/ 1814' MSL. Tree 614' from departure end of runway, 577' right of centerline, 50' AGL/1859' MSL. Rwy 34, fence 9' from departure end of runway, 470' left of centerline, 4' AGL/1806' MSL. Vehicles on roadway beginning 93' from departure end of runway, 511' left of centerline, up to 15' AGL/1824' MSL. Tree 135' from departure end of runway, 417' right of centerline, 12' AGL/1812' MSL. Wood power poles beginning 320' from departure end of runway, 289' left of centerline, up to 61' AGL/1863' MSL. Vehicles on roadway beginning 480' from departure end of runway, left and right of centerline, up to 15' AGL/ 1824' MSL. Trees beginning 722' from departure end of runway, 376' left of centerline, up to 46' AGL/1847' MSL. Chimney 770' from departure end of runway, 500' left of centerline, 24' AGL/1827' MSL. Antennas beginning 802' from departure end of runway, 479' left of centerline,

BASSETT, NE

ROCK COUNTY (RBE) AMDT 1 89068 (FAA)

up to 35' AGL/1835' MSL.

TAKE-OFF MINIMUMS: Rwys 2, 13, 20, 31, 300-1.

9295

BEATRICE.NE

BEATRICE MUNI (BIE)

ORIG 08045 (FAA)

DEPARTURE PROCEDURE: Rwv 17. Climb heading 173° to 1900 before proceeding on course.

BELOIT, KS

MORITZ MEMORIAL (K61)

AMDT 1 94118 (FAA)

TAKE-OFF MINIMUMS: Rwvs 4. 8. 22. 26. NA. DEPARTURE PROCEDURE: Rwys 17, 35, climb to 2400 before turning east on course.

BLAIR.NE

BLAIR MUNI (BTA)

ORIG 09183 (FAA)

DEPARTURE PROCEDURE: Rwv 13, climbon a heading between 124° CCW to 314° from DER or minimum climb of 239' per NM to 3000 for all other COLUMN

NOTE: Rwv 13, rising terrain beginning at DER, 183' right of centerline, up to 1319 MSL, Rwv 31, trees beginning 434' from DER, 1' right of centerline, up to 35'AGL/1364'MSL

BROKENBOW.NE

BROKEN BOW MUNI (BBW)

AMDT 2 90123 (FAA)

TAKE-OFF MINIMUMS: Rwv 14, 500-1, Rwv 32, 400-1,

CLAY CENTER. KS

CLAY CENTER MUNI (CYW)

ORIG 84033 (FAA)

TAKE-OFF MINIMUMS: Rwy 17, 300-1.

COFFEYVILLE, KS

COFFEYVILLE MUNI (CFV)

ORIG 97002 (FAA)

TAKE-OFF MINIMUMS: Rwv 4.17.22.35.300-1.

COLBY, KS

SHALZ FIELD (CBK)

ORIG 08269 (FAA)

TAKE-OFF MINIMUMS: Rwys 4, 12, 22, 30, N/A-Environmental.

NOTE: Rwy 17, terrain beginning 7' from departure end of runway, 193' right of centerline, up to 3156' MSL, Trees beginning 3708' from departure end of runway, 1072' right of centerline, up to 100' AGL/3249' MSL. Vehicle and road beginning 550' from departure end of runway. 35' left to right of centerline, 15' AGL/3174' MSL. Rwy 35, terrain beginning 205' from departure end of

runway, 248' left of centerline, up to 3196' MSL.

COLUMBUS. NE

COLUMBUS MUNI (OLU)

AMDT 5 05244 (FAA) TAKE-OFF MINIMUMS: Rwy 2, 300-1 or std. with a min.

climb of 331' per NM to 1800. NOTE: Rwv 2, tower 4681' from departure end of runway. 976' left of centerline, 141' AGL/1624' MSL, Pole 5533' from departure end of runway, 1626' left of centerline.

110'AGL/1632'MSL, Rwv 14, multiple trees and antenna beginning 2378' from departure end of runway. 934' left of centerline, up to 71' AGL/1508' MSL, Rwv 20. tower 3378' from departure end of runway, 1053' left of centerline, 131' AGL/1570' MSL, Rwv 32, multiple tree and towers beginning 2976' from departure end of runway, 284' right of centerline, 65' AGL/1525' MSL. Tower 3157' from departure end of runway, 254' left of centerline, 73' AGL/1527' MSL.

CONCORDIA, KS

BLOSSER MUNI (CNK)

AMDT 1 99084 (FAA)

TAKE-OFF MINIMUMS: Rwvs 3, 12, 21, 30, NA

COZAD. NE

COZAD MUNI (CZD)

AMDT 1 08157 (FAA)

TAKE-OFF MINIMUMS: Rwys 18,36, NA-

Environmental. NOTE: Rwv 13, grain elevators 3968' from departure end of runway, 103' right of centerline, 157' AGL/2678' MSL.

Multiple poles beginning 13' from departure end of runway, 372' right of centerline, up to 43' AGL/2540' MSL. Multiple buildings beginning 97' from departure end of runway, 356' right of centerline, up to 18' AGL/ 2515' MSL, Fueltank 22' from departure end of runway. 372' right of centerline, 13' AGL/2509' MSL, Antenna on grain elevator, 3672' from departure end of runway, 392' left of centerline, 189' AGL/2678' MSL, Multiple trees beginning 222' from departure end of runway, 24' left of centerline, up to 68' AGL/2562' MSL. Grain elevator 5482' from departure end of runway, 1120' from departure end of runway, 170' AGL/2660' MSL. Building light 5439' from departure end of runway, 1086' left of centerline, 167' AGL/2657' MSL. Multiple light poles beginning 290' from departure end of runway, 370' left of centerline, up to 57' AGL/2551' MSL, Multiple satellite dishes beginning 870' from departure end of runway, 432' left of centerline, up to 54' AGL/2549' MSL. Multiple buildings beginning 141' from departure end of runway, 88' left of centerline, up to 56' AGL/2550' MSL. Fence 1' from departure end of runway, 369' left of centerline, 4' AGL/2500' MSL . Diving board 575' from departure end of runway, 572' left of centerline, 13' AGL/ 2513' MSL. Rwy 31, multiple trees and buildings

beginning 136' from departure end of runway, 450' right

of centerline, up to 100' AGL/2604' MSL. Building 608' from departure end of runway, 547' left of centerline, up

to 50' AGL/2554' MSL.

CRETE.NE

CRETE MUNI (CEK)

AMDT 1 08213 (FAA)

TAKE-OFF MINIMUMS: Rwvs 13.31. NA -Environmental

NOTE: Rwv 17, numerous trees 193' from departure end of runway, 164' left of centerline, 42' AGL/1509' MSL Numerous trees 18' from departure end of runway 298' right of centerline, 20' AGL/1486' MSL, Rwv 35. numerous trees and building 201' from departure end of runway 259' right of centerline 62' AGL /1580' MSL Buildings 72' from departure end of runway, 400' left of centerline, 20' AGL/1514' MSL.

DAVID CITY, NE

DAVID CITY MUNI (93Y)

ORIG 06327 (FAA)

TAKE-OFF MINIMUMS: Rwvs 1.19. NA-turf runways. NOTE: Rwv 14, trees 2062' from departure end of runway. 1041' right of centerline, 75' AGL/1689' MSL, Rwv 32. highway 883' from departure end of runway, 715' left of centerline, 15' AGL/1636' MSL, Trees 1793' from departure end of runway, 221' left of centerline, 75' AGL/ 1694'MSI

ELKHART.KS

FI KHART-MORTON COUNTY (FHA)

ORIG 03303 (FAA)

TAKE-OFF MINIMUMS: Rwv 22, 500-114 or std. with a min, climb of 237' per NM to 4300.

NOTE: Rwy 22, tower 4964' from departure end of runway. 3935' right of centerline, 403' AGL/4023' MSL,

EMPORIA.KS

EMPORIA MUNI (EMP)

ORIG 07298 (FAA)

TAKE-OFF MINIMUMS: Rwv 19, 400-3 or std. with a min, climb 225' per NM to 1800'.

NOTE: Rwv 19, tree and bush 66' from departure end of runway, 283' left of centerline, up to 40' AGL/1226' MSL. Tower 2.4 NM from departure end of runway, 3901' right of centerline, 300' AGL/1565' MSL.

EUREKA.KS

EUREKA MUNI (13K) ORIG 84327 (FAA)

> TAKE-OFF MINIMUMS: Rwv 18, 600-3 or std. with a min. climb 345' per NM to 2000.

FAIRBURY.NE

FAIRBURY MUNI (FRY)

ORIG 08213 (FAA)

TAKE-OFF MINIMUMS: Rwvs 11.29. NA-VFR/Turf Rwv. NOTE: Rwy 17, multiple trees beginning 7' from departure end of runway, 463' right of centerline, up to 53' AGL/1507' MSL. Multiple poles beginning 587' from departure end of runway 481' right of centerline, up to 38' AGL/1492' MSL. Light tower 573' from departure end of runway, 612' right of centerline, 46' AGL/1501' MSL. Satellite dish 531' from departure end of runway 571' right of centerline, up to 38' AGL/1494' MSL, Rwv 35. multiple poles beginning 93' from departure end of runway, 319' left of centerline, up to 29' AGL/1508' MSL Poles beginning 849' from departure end of runway, 415' right of centerline, up to 26' AGL/1503' MSL. Fence 79'

from departure end of runway, 417' left of centerline, 4'

AGI /1483'MSI **FALLS CITY. NE**

BRENNER FIELD (FNB)

AMDT 3 03247 (FAA)

TAKE-OFF MINIMUMS: Rwv 32, 300-1 or std. with a min, climb of 266' per NM to 1200.

DEPARTURE PROCEDURE: Rwy 14, climb via heading 144° to 1700 before turning right.

NOTE: Rwv 14. pole 256' from departure end of runway, 463' right of centerline, 25' AGL/990' MSL. Catenary 294' from departure end of runway, 401' right of centerline, 24' AGL/989' MSL. Tree 2889' from departure end of runway, 582' right of centerline, 55' AGL/1053' MSL. Rwv 32, tree 3360' from departure end of runway, 856' left of centerline, 100' AGL/1099' MSL.

FORTLEAVENWORTH.KS

SHERMAN AAF (FLV)

ORIG 05300 (FAA)

DEPARTURE PROCEDURE: Rwv 15, Climb via heading 155° to 1700 before turning southwest.

NOTE: Rwv 15, road 79' from departure end of runway. across departure course, up to 15' AGL/779' MSL. Building 400' from departure end of runway, 580' left of centerline, 28' AGL/788' MSL, pumphouse 444' from departure end of runway, 564' left of centerline, 23' AGL/ 783' MSL, boats 1063' from departure end of runway. across departure course, up to 45' AGL/800' MSL, trees 2165' from departure end of runway, across departure course, up to 75' AGL/838' MSL. Rwv 33, multiple trees. and poles beginning 117' from departure end of runway on centerline, up to 100' AGL/879' MSL, levee 187' from departure end of runway, on centerline, 35' AGL/782'



FORT SCOTT, KS

FORT SCOTT MUNI (ESK)

ORIG 07242 (FAA)

NOTE: Rwv 18, multiple trees beginning 673' from

departure end of runway, 275' left of centerline, up to 43' AGI /962' MSI Vehicle on road 621' from departure end

of runway, 25' left of centerline, 15' AGL/935' MSL. Tree 654' from departure end of runway 214' right of

centerline, 28' AGL/947' MSL. Fence 193' from

departure end of runway, 370' right of centerline, 8' AGL/ 926' MSL. Rwv 36, multiple trees beginning 137' from departure end of runway, 305' left of centerline. up to 43' AGL/952' MSL. Fence 204' from departure end of

runway, 284' left of centerline, 8' AGL/911' MSL.

Multiple trees beginning 359' from departure end of

runway 399' right of centerline, up to 44' AGL /933' MSL

FREMONT.NE

FREMONT MUNI (FET)

AMDT 5 08101 (FAA) TAKE-OFF MINIMUMS: Rwv 19, 600-21/2 with a min.

climb of 370 per NM to 2000. DEPARTURE PROCEDURE: Rwv 19, Climb heading

185° to 1800 before proceeding on course NOTE: Rwv 1. vehicle plus road beginning 213' from departure end of runway, 430' left and right of centerline.

up to 15' AGL/1224' MSL. Tree 3771' from departure end of runway, 741' left of centerline, 100' AGL/1299' MSL. Tree 3349' from departure end of runway, 803' right of centerline, 100' AGL/1294' MSL, Rwv 14, tree 1248' from departure end of runway, 148' right of centerline, 100' AGL/1304' MSL. Vehicle plus road 513' from departure

end of runway, 272' right of centerline, 15' AGL/1219' MSL. Rwy 19, vehicle plus road 531' from departure end of runway, 269' left of centerline, 15' AGL/1219' MSL. Tree 1222' from departure end of runway, 255' right of centerline, 100' AGL/1304' MSL. Rwy 32, multiple trees beginning 2053' from departure end of runway, 455' left

of centerline, up to 84' AGL/1288' MSL. Multiple street

lights beginning 1433' from departure end of runway,

465' right of centerline, up to 41' AGL/1246' MSL.

GARDEN CITY, KS

GARDEN CITY RGNL (GCK)

ORIG 07186 (FAA)

NOTE: Rwy 12, multiple trees beginning 585' from departure end of runway, 431' left of centerline, up to 52' AGL/2926' MSL.

RENNER FIELD/GOODLAND MUNI (GLD)

TAKE-OFF MINIMUMS: Rwv 17. NA.

DEPARTURE PROCEDURE: Rwv 23. climb via heading

234° to 4300 before turning south

NOTE: Rwv 12, road 510' from departure end of runway.

544' left of centerline 3665' MSI Rwy 17, rod on dome

1738' from departure end of runway, 12' right of

departure end of runway, 62' right of centerline, 49' AGL/

3700' MSL. Pole 1293' from departure end of runway.

531' right of centerline, 49' AGL/3689' MSL, Rwy 23.

road 683' from departure end of runway, 167' right of centerline, 3679' MSL. Terrain 62' from departure end of runway, 297' right of centerline, 3659' MSL. Tower 1218' from departure end of runway, 5347' left of

centerline, 380' AGL/4080' MSL, Rwv 30, rail on silo

36' AGL/3675' MSL. Tree 153' from departure end of

721' from departure end of runway 567' left of centerline

runway, 241' left of centerline, 16' AGL/3658' MSL, Tree

216' from departure end of runway, 391' left of centerline.

runway, 460' left of centerline, 34' AGL/3676' MSL. Tree

DEPARTURE PROCEDURE: Rwvs 22, 29, climb runway

TAKE-OFF MINIMUMS: Rwv 32, 300-1 or std. with a

NOTE: Rwv 13. tree 1334' from departure end of runway.

NOTE: Rwy 15, post 7' from departure end of runway, 297' left of centerline, 4' AGL/3424' MSL. Post 5' from departure end of runway, 300' left of centerline, 5' AGL/ 3424' MSL. Road with vehicle 524' from departure end of runway, 525' left of centerline, 17' AGL/3442' MSL. Trees beginning 128' from departure end of runway, 304' left of centerline, up to 100' AGL/3442' MSL. Rwy 33, terrain 107' from departure end of runway, 352' left of centerline, 0' AGL/3426' MSL. Fence 226' from departure end of runway, 505' left of centerline, 8' AGL/ 3430' MSL. Terrain beginning 102' from departure end of runway, 199' right of centerline, up to 0' AGL/3429'

17' AGL/3659' MSL. Tree 1030' from departure end of

1096' from departure end of runway, 641' right of

centerline, 35' AGL/3674' MSL.

TAKE-OFF MINIMUMS: Rwy 29, 300-1.

heading to 4400 before turning.

min. climb of 300' per NM to 2800.

CENTRAL NEBRASKA RGNL (GRI)

730' left of centerline, 39' AGL/1881' MSL.

GORDON MUNI (GRN)

AMDT 2 90291 (FAA)

GOTHENBURG.NE

QUINN FIELD (GTE)

AMDT 1 81106 (FAA)

GRANDISLAND, NE

ORIG 07354 (FAA)

GRANT. NE GRANT MUNI (GGF) ORIG 08213 (FAA)

GORDON.NE

centerline 87' AGL/3746' MSL, Rod on OL AMOM 1252' from departure end of runway 550' right of centerline, 37' AGL/3689' MSL. Tower 1700' from

AMDT 4 03303 (FAA)

GOODI AND KS

MSL. Fence 3' from departure end of runway, 496' right of centerline, 4' AGL/3426' MSL. $oldsymbol{
abla}_{ au ext{Ake-OFFMINIMIMS AND (OBSTACLE) DEPARTURES PROCEDURES}$

GREATBEND, KS

GREAT BEND MUNI (GBD)
ORIG 08325 (FAA)

ORIG 08325 (FAA)

DEPARTURE PROCEDURE: **Rwy 35**, climb heading 352° to 3200 before turning eastbound.

NOTE: **Rwy 35**, tree 1312' from departure end of runway, 826' left of centerline 62' AGI /1946' MSI

HASTINGS, NE

HASTINGS MUNI (HSI)

AMDT 3 09071 (FAA)

DEPARTURE PROCEDURE: **Rwy 4**, climb heading 090° to 3000 before proceeding on course. **Rwy 32**,

climb heading 323° to 2500 before turning right.

NOTE: Rwy 14, vehicle on road 202' from DER, 386' left of centerline, 15' AGL/1952' MSL. Tree 625' from DER, 498' right of centerline, 17' AGL/1961' MSL. Lightpole 620' from DER, 657' right of centerline, 35' AGL/1977' MSL. Multiple trees beginning 835' from DER, 558' left of centerline, up to 61' AGL/2010' MSL

HAYS. KS

HAYS RGNL (HYS)

AMDT 2 92180 (FAA)

DEPARTURE PROCEDURE: Rwy 34, westbound departures (160° CW340°) climb runway heading 3100 before proceeding on course.

HEBRON.NE

HEBRON MUNI (HJH)

ORIG 85115 (FAA)

TAKE-OFF MINIMUMS: Rwys 3,12,21,30,300-1.
DEPARTURE PROCEDURE: All Rwys: climb straight ahead to 1700 before proceeding on course.

HILL CITY, KS

HILL CITY MUNI (HLC)

ORIG 06047 (FAA)

TAKE-OFF MINIMUMS: Rwy 17, 200-1 or std. with a

min. climb of 380' to 2500.

DEPARTURE PROCEDURE: **Rwy 35**, climb via

heading 352° to 3100 before turning left.

NOTE: Rwy 17, tower 3423' from departure end of runway, 1085' left of centerline, 145' AGL/2345' MSL. Tree 633' from departure end of runway, 449' right of centerline, 52' AGL/2221' MSL, Multiple trees beginning 694' from departure end of runway, 189' left of centerline, 40' AGL/2211' MSL. Multiple trees. beginning 696' from departure end of runway 289' left of centerline, 40' AGL/2213' MSL. Multiple trees 790' from departure end of runway, 441' right of centerline, 48' AGL/2214' MSL. Tree 878' from departure end of runway, 122' left of centerline, 40' AGL/2210' MSL. Tree 899' from departure end of runway, 220' right of centerline, 54' AGL/2212' MSL. Multiple trees 893' from departure end of runway, 193' left of centerline, 70' AGL/ 2211'MSL, Tree 945' from departure end of runway. 229' right of centerline, 65' AGL/2213' MSL. Rwy 35, tree 1529' from departure end of runway, 94' left of

centerline, 36' AGL/2279' MSL. Power pole 2433' from

AGL/2308' MSL. Power pole 2447' from departure end

of runway, 785' right of centerline, 41' AGL/2311' MSL.

departure end of runway, 1046' right of centerline, 48'

HOLDREGE,NE BREWSTER FIELD (HDE)

AMDT 2 98113 (FAA)

AMDT 2 98113 (FAA)
TAKE-OFF MINIMUMS: Rwys 11, 29, NA.

DEPARTURE PROCEDURE: **Rwy 18**, climb runway heading to 3800 before turning right. **Rwy 36**, climb runway heading to 3600 before turning left.

HUGOTON, KS

HUGOTON MUNI (HQG)

AMDT 1 07186 (FAA)

TAKE-OFF MINIMUMS: Rwv 31. NA-obstacles.

DEPARTURE PROCEDURÉ: **Rwy 2**, climb heading 016° to 3800 before turning right.
NOTE: **Rwy 2**, multiple poles, hangars, and vehicle on road beginning 25' from departure end of runway, 334'

road beginning 25 'from departure end of runway, 334' left of centerline, up to 43' AGL/3167' MSL. Pole and fence beginning 19' from departure end of runway, 304' right of centerline, up to 33' AGL/3157' MSL. Rwy 20, vehicle on road 1' from departure end of runway, 371' right of centerline, 15' AGL/3153' MSL. Vehicle on road 203' from departure end of runway, 369' left of centerline, 15' AGL/3148' MSL.

HUTCHINSON, KS

HUTCHINSON MUNI (HUT)

AMDT 4 92233 (FAA)

TAKE-OFF MINIMUMS: Rwys 4,22,300-1 or std. with a min. climb of 370' per NM to 1700.

DEPARTURE PROCEDURE: **All Rwys**, eastbound departures (030° CW 130°) climb runway heading to 3300 before turning.

IMPERIAL, NE

IMPERIAL MUNI (IML)

AMDT 2 96228 (FAA)

TAKE-OFF MINIMUMS: **Rwy 21**, 300-1 or std. with a min. climb of 260' per NM to 3700.

INDEPENDENCE, KS

INDEPENDENCE MUNI (IDP)

ORIG 08325 (FAA)

NOTE: Rwy 4, trees beginning 2911' from departure end of runway, 1236' left of centerfline, up to 100' AGL/929' MSL. Tree 1878' from departure end of runway, 236' right of centerline, 52' AGL/871' MSL. Rwy 17, trees beginning 1402' from departure end of runway, 696' left of centerline, up to 31' AGL/860' MSL. Rwy 35, obstruction light on DME 1002' from departure end of runway, 256' right of centerline, 20' AGL/849' MSL. Trees beginning 2515' from departure end of runway, 94' right of centerline, up to 100' AGL/929' MSL.

IOLA, KS

ALLEN COUNTY (K88)

ORIG 09071 (FAA)

NOTE: Rwy1, trees 1280' from DER, 485' right of centerline, 100' AGL/1109' MSL. Rwy19, vehicle on road 28' from DER, 501' right of centerline, 15' AGL/1024' MSL. Terrain beginning 69' from DER, 229' right of centerline, up to 1014' MSL. Trees 2240' from DER, 1068' right of centerline, 100' AGL/1109' MSL. Trees 2381' from DER, 621' left of centerline, 100' AGL/1089' MSI



JUNCTION CITY, KS

FREEMAN FIELD (3JC)

AMDT 1 94174 (FAA)

TAKE-OFF MINIMUMS: Rwv 13, NA, Rwv 18, 400-2 or

std with a min_climb of 300' per NM to 2000. DEPARTURE PROCEDURE: Rwv 5, climb to 2000 via

heading 105° before proceeding on course. Rwv 18. climb runway heading to 2000 before proceeding on course, Rwys 23, 31, 36, climb to 2000 via heading 270°

KEARNEY.NE

KEARNEY RGNL (EAR) ORIG 03023 (FAA)

before proceeding on course

TAKE-OFF MINIMUMS: Rwv 13, cross departure end of runway at or above 20' AGL /2149' MSL NOTE: Rwv 13, trees 1600' from departure end of runway, 745' right of centerline, 80' AGL/2189' MSL.

KIMBALL. NE

KIMBALL MUNI/ROBERT E. ARRAJ FIELD (IBM)

ORIG 07018 (FAA)

NOTE: Rwy 10, fence 218' from departure end of runway,

273' right of centerline, 4' AGL/4905' MSL. Wind cone 256' from departure end of runway, 222' left of centerline. 14' AGL/4914' MSL. Multiple stop signs beginning 830' from departure end of runway, 555' left of centerline, up to 17' AGL/4926' MSL. Rwy 28, terrain beginning 75' from departure end of runway, 262' right of centerline, up to 4939' MSL. Terrain beginning 141' from departure

end of runway, 435' left of centerline, up to 4932' MSL.

LAWRENCE.KS

LAWRENCE MUNI (LWC)

AMDT 4 03247 (FAA) TAKE-OFF MINIMUMS: Rwy 1, 400-11/2 or std. with a

min. climb of 387' per NM to 1300. Rwy 33, 300-1 or std. with a min, climb of 327' per NM to 1100. DEPARTURE PROCEDURE: Rwy 15, south and west

departures (140° CW 360°), climb via heading 130° to 2400 before turning right on course. Rwy 19, climb via heading 180° to 2400 before turning on course.

NOTE: Rwy 1, bush 297' from departure end of runway, 192' right of centerline, 9' AGL/842' MSL, tree 2864' from departure end of runway, 759' right of centerline,

90' AGL/969' MSL, tree 4151' from departure end of runway, 1466' left of centerline, 79' AGL/958' MSL, tree 7024' from departure end of runway, 2180' right of centerline, 45' AGL/1104' MSL, tree 7285' from departure end of runway, 1781' right of centerline, 100'

AGL/1179' MSL, tree 7406' from departure end of runway, 349' right of centerline, 49' AGL/1088' MSL. tree 7980' from departure end of runway, 2613' right of centerline, 46' AGL/1105' MSL, tree 10,211' from departure end of runway, 2539' left of centerline, 49'

AGL/1108' MSL, tree 11,544' from departure end of runway, 1866' left of centerline, 70'AGL/1129' MSL. Rwy 15, tree 543' from departure end of runway, 561' left of centerline, 28' AGL/857' MSL, tree 1361' from departure end of runway, 714' right of centerline, 50' AGL/879' MSL. Rwy 19, tree 1797' from departure end of

runway, 558' right of centerline, 79' AGL/918' MSL, tree 1896' from departure end of runway, 317' right of centerline, 71'AGL/910' MSL. 9295

LAWRENCE MUNI (LWC) (CON'T) Rwy 33, tree 1323' from departure end of runway, 623'

right of centerline, 59' AGL/898' MSL, tree 1622' from departure end of runway, 353' right of centerline, 48' AGI /887 MSI tree 1768 from departure end of runway 201' right of centerline 49' AGI /888' MSI tree 1945' from departure end of runway, 17' left of centerline, 66' AGI /905 MSI tree 4357 from departure end of runway 1563' right of centerline, 100' AGL/1009' MSL.

LEXINGTON. NE

JIM KELLY FIELD (LXN) AMDT 2 07130 (FAA)

TAKE-OFF MINIMUMS: Rwv 19. std. w/min. climb of 291' per NM to 4000 or 1200-3 for climb in visual conditions

DEPARTURE PROCEDURE: Rwv 14, climb heading 136° to 3500' before turning right. Rwv 19, for climb in visual conditions: cross Jim Kelly Field Airport at or above 3500 MSL before proceeding on course.

NOTE: Rwv 1, terrain 56' from departure end of runway. 470' left of centerline, 2409' MSL. Rwv 14, multiple trees beginning 865' from departure end of runway, 242' left of centerline, up to 59' AGL/2459' MSL. Multiple trees and railroad signals beginning 896' from departure end of runway, 406' right of centerline, up to 55' AGL/2457' MSL. Rwy 32, fence 97' from departure end of runway, 497' right of centerline, 3' AGL/2418' MSL. Fence 72' from departure end of runway, 498' left of centerline, 10' AGL/2415' MSL.

LIBERAL, KS

LIBERAL MID-AMERICA RGNL (LBL) AMDT 5 07242 (FAA)

NOTE: Rwv 4. obstruction light on lighted WSK 390' from departure end of runway, 350' left of centerline, 21' AGL/ 2896' MSL. Tree 1299' from departure end of runway. 785' right of centerline, 44' AGL/2924' MSL. Rwy 35, multiple trees beginning 1090' from departure end of runway, 317' right of centerline, up to 39' AGL/2920' MSL.

LINCOLN. NE

LINCOLN (LNK)

ORIG 08269 (FAA)

NOTE: Rwv 14. windsock 262' from departure end of runway, 369' left of centerline, 7' AGL/1187' MSL. Rwy 18, rod on obstruction light tower 3858' from departure end of runway, 687' left of centerline, 80' AGL/ 1280' MSL. Rwy 35, warehouse 4463' from departure end of runway, 1350' left of centerline, 50' AGL/1369' MSL.

MANHATTAN, KS

MANHATTAN RGNL (MHK)

AMDT 6 02108 (FAA)

DEPARTURE PROCEDURE: All runways. westbound departures heading 210° through 360° NA.

Rwv 31. departures NA when R-3602B active. NOTE: R-3602B restricted area immediately west of airport. Rwy 3, 100' AGL tree 7690' from departure end of runway, 1507' left of centerline, Rwv 13, 100' AGL tree 1873' from departure end of runway, 519' left of centerline, Rwv 21, 100' AGL tree 1020' from departure

end of runway, 714' right of centerline. Rwy 31, 100'

MARSHALL AAF (KFRI)

FORT RILEY KS 07186

Rwv 22, 400-23/4*

* Or standard with minimum climb of 273/NM to

DEPARTURE PROCEDURE: Rwy 22: Climbon heading 224° to 2200 before proceeding on course

TAKE-OFF OBSTACLES: Rwv 4: Ridgeline 1212' MSI 2721' from DER 1104' right of centerline Ridgeline 1198' MSI 4791' from DER 151' right of

Rwv 22: Antenna 1371 MSI 8919 from DER 1292 left of centerline, Antenna 1432' MSL, 14,495' from DER 2287' left of centerline

MARYSVILLE, KS

MARYSVILLE MUNI (MYZ)

TAKE-OFF MINIMUMS: Rwv 15, 300-1 or std. with a min. climb 402' per NM to 1600 Rwv 33 500-11/2 or std with a min. climb of 496' per NM to 1900.

DEPARTURE PROCEDURE: Rwys 2, 20, climb runway heading to 1900 before turning.

MC CONNELL AFB (KIAB)

WICHITA, KS 09043

TAKE-OFF OBSTACLES: Rwv 11 . KC135tail 42' AGL/ 1409' MSL, 24' from DER, 363' left of centerline, Rwy 1R. KC135 tail 42' AGL/1406' MSL, 1048' from DER, 678' right of centerline, KC135 tail 42' AGL /1406' MSL 139' from DER, 578' right of centerline, KC135 tail 42' AGL/1406' MSL 325' from DER 577' right of centerline KC135 tail 42' AGL/1406' MSL, 514' from DER, 577' right of centerline, KC135 tail 42' AGL/1406' MSL, 729' from DER 678' right of centerline KC135 tail 42' AGL/ 1406' MSL, 889' from DER, 678' right of centerline. KC135 tail 42' AGL/1400' MSL, 43' from DER, 306' right of centerline.

MC COOK, NE

MC COOK RGNL (MCK)

ORIG 09183(FAA)

TAKE-OFF MINIMUMS: Rwys 17, 35, NA-

Environmental.

NOTE: Rwy 4, tree 275' from departure end of runway, 233' left of centerline, 27' AGL/2566' MSL, Rwv 12. multiple trees beginning 71' from departure end of runway, 147' right of centerline, up to 40' AGL/2559' MSL. Tree 240' from departure end of runway, 142' left of centerline, 40' AGL/2549' MSL. Rwy 22, pole 843' from departure end of runway, 95' right of centerline, 28' AGL/ 2587' MSL.

MC PHERSON, KS

MC PHERSON (MPR)

AMDT 2 07298 (FAA)

TAKE-OFF MINIMUMS: Rwy 8, 26, NA-Environmental. NOTE: Rwy 18, trees beginning 2646' from departure end of runway, 1047' left to 1047' right of centerline, up to 100' AGL/1594' MSL. Rwy 36, bush 32' from departure end of runway, 262' right of centerline, 8' AGL/1495' MSL.

Trees beginning 2646' from departure end of runway, 1047' left to 1047' right of centerline, up to 100' AGL/ 1594' MSL.

MINDEN. NE

PIONEER VILLAGE FIELD (0V3) AMDT 1 09239 (FAA)

TAKE-OFF MINIMUMS: Rwvs 5, 23 NA-Turf

DEPARTURE PROCEDURE: Rwy 34, climb heading

339° to 3000 before turning right.

NOTE: Rwv 16. multiple trees and guard posts beginning 32' from DER, 171' right of centerline up to 75' AGL /2223' MSL Multiple trees beginning 193' from

DER, 465' left of centerline up to 67' AGL/2204' MSL. Multiple street lights beginning 840' from DER, 278' right of centerline up to 29' AGL/2181' MSL, Multiple buildings beginning 1656' from DER, 156' right of centerline up to 70' AGL/2225' MSL. Grain elevator 2000' from DER, 100' right of centerline, 100' AGL/ 2244' MSL, Rwv 34, trees 192' from DER, 324' left of centerline, up to 49' AGL/2200' MSL, Trees 337' from DER. 156' left of centerline, up to 11' AGL/2165' MSL.

NEBRASKA CITY. NE

NEBRASKA CITY MUNI (AFK) ORIG 08157 (FAA)

TAKE-OFF MINIMUMS: Rwvs 5, 23, NA-Environmental.

NORTH PLATTE, NE

NORTH PLATTE RGNL AIRPORT LEE BIRD FIELD (LBF)

AMDT 4 90263 (FAA)

DEPARTURE PROCEDURE: Rwy 30, climb runway heading to 4000 before turning right. Rwv 35, climb runway heading to 4000 before turning left.

NORTON, KS

NORTON MUNI (NRN)

AMDT 1 08045 (FAA)

TAKE-OFF MINIMUMS: Rwvs 8.26. NA-Environmental. Rwv16.400-3.

NOTES: Rwv 16. Tower 2241' from departure end of runway, 642' left of centerline, 198' AGL/2528' MSL. Tower 2.42 NM from departure end of runway, 3467' right of centerline, 358' AGL/2758' MSL, Rwy 34, Tree 630' from departure end of runway, 203 left of centerline, 100' AGL/2489' MSL.

O'NEILL. NE

THE O'NEILL MUNI-JOHN L. BAKER FIELD (ONL)

ORIG 88266 (FAA)

DEPARTURE PROCEDURE: Rwvs 4.13.22. climb runway heading to 2600 before turning.

OAKLEY, KS

OAKLEY MUNI (OEL)

ORIG 06215 (FAA)

NOTE: Rwv 16, bush 145' from departure end of runway. 496' left of centerline, 14' AGL/3034' MSL. Road 208' from departure end of runway, 368' right of centerline, 15' AGL/3031' MSL. Rwy 34, tree 855' from departure end of runway, 416' right of centerline, 50' AGL/3099'



09295

OBERLIN, KS

OBERLIN MUNI (OIN)
ORIG 84187 (FAA)

TAKE-OFF MINIMUMS: **Rwv 12**. 300-2.

OFFUTT AFB (KOFF)

OMAHA. NE ORIG 07354

TAKE-OFF OBSTACLES: **Rwy 30**, Terrain 1058' to 1067' MSL, 31' to 500' from DER, 500' to 636' right of centerline. Aircraft on North Ramp 38' AGL/1094' MSL, 582' from DER, 597' right of centerline. Tree 105' AGL/1086' MSL, 1282' from DER, 591' right of centerline. Tree 105' AGL/1086' MSL, 1282' from DER, 604' right of centerline. Tree 105' AGL/1086' MSL, 1282' from DER, 604' right of centerline. Tree 105' AGL/1086' MSL, 1282' from DER, 604' right of centerline. Tree 105' AGL/1086' MSL, 1282' from DER, 604' right of centerline. Tree 105' AGL/1086' MSL, 1282' from DER, 604' right of centerline.

centerline. Tree 105' AGL/1086' MSL, 1282' from DER, 604' right of centerline. Tree 105' AGL/ 1156' MSL, 22' inward of DER, 501' left of centerline. Rwy 12: Trees 85' to 106' AGL/1052' to 1076' MSL, 2758' to 3827' from DER, 1184' to 1516' left of centerline. Trees 88' AGL/1057' MSL, 2593' from

OGALLALA, NE

SEARLE FIELD (OGA)

DER. 944' right of centerline.

AMDT 3 90123 (FAA)

TAKE-OFF MINIMUMS: **Rwy 31**, 800-3.
DEPARTURE PROCEDURE: **Rwy 8**, climb runway heading to 4000 before turning left.

OLATHE.KS

JOHNSON COUNTY EXECUTIVE (OJC)

ORIG 05300 (FAA)

NOTE: **Rwy18**, multiple trees 622' from departure end of runway, 192' right of centerline, up to 73' AGL/1084' MSL. **Rwy36**, antenna 335' from departure end of runway, 263' left of centerline, 20' AGL/1110' MSL, tree 1008' from departure end of runway, 612' right of centerline, 57' AGL/1130' MSL, tree 1544' from departure end of runway, 810' left of centerline, 71' AGL/1144' MSL.

NEW CENTURY AIRCENTER (IXD) ORIG 05300 (FAA)

RIG 05300 (FAA)

NOTE: Rwy 4, fence 204' from departure end of runway, 256' right of centerline, 10' AGL/1096' MSL, obstruction light 296' from departure end of runway, 163' right of centerline, 19' AGL/1098' MSL, obstruction light 492' from departure end of runway, 43' left of centerline, 16' AGL/1095' MSL, tree 1529' from departure end of runway, 125' left of centerline, 60' AGL/1149' MSL, tree 1824' from departure end of runway, 665' right of centerline, 59' AGL/1171' MSL. Rwy 18, tree 1899' from departure end of runway, 8' left of centerline, 64' AGL/1103' MSL, tree 2051' from departure end of runway, 662' right of centerline, 50' AGL/1108' MSL. Rwy 36, ground beginning 16' from departure end of runway, from 407' right to 48' left of centerline, 1088' MSL.

OMAHA, NE

EPPLEY AIRFIELD (OMA)

AMDT 5 08045 (FAA)

DEPARTURE PROCEDURE: Rwys14L,14R, Climb heading 139° to 2600 before proceeding on course. Rwy18, Climb heading 175° to 2600 before turning right. Rwys32L,32R, Climb heading 319° to 2600 before proceeding westbound. Rwy36, Climb heading

355"to 2600 before turning left.

NOTES: Rwy14L, Trees beginning 3956' from departure end of runway, 115' left of centerline, up to 107' AGL/1322' MSL. Rwy14R, Tree 3972' from departure end of runway, 1316' left of centerline, 108' AGL/1088' MSL. Rwy18, Tower, pole, and tree beginning 3953' from departure end of runway, 852' left of centerline up to 136' AGL/1114' MSL. Rwy32L, Pole and tree beginning 969' from departure end of runway, 748' right of centerline, up to 70' AGL/1054' MSL. Rwy32R. Trees beginning 2217' from departure

end of runway, 767' right of centerline, up to 106' AGL/1089' MSL. **Rwv 36.** Poles and tree beginning 940'

from departure end of runway, 674' left and right of

centerline, up to 83' AGL/1064' MSL.

MILLARD (MLE)

AMDT 3 07074 (FAA)

TAKE-OFF MINIMUMS: **Rwy 30**, 300-11/4 or std. w/min.

climb of 370' per NM to 3000.

DEPARTURE PROCEDURE: **Rwy 12**, climb via heading 123° to 3200 before proceeding on course.

signs beginning 250' from departure end of runway.

heading 123° to 3200 before proceeding on course.

Rwy 30, climb via heading 303° to 3000 before
proceeding on course.

NOTE: Rwv 12. multiple trees, power poles and highway.

152' left of centerline, up to 35' AGL/1101' MSL. Multiple trees and fences beginning 3' from departure end of runway, 381' right of centerline, up to 63' AGL/1104' MSL. Multiple street lights beginning 1506' from departure end of runway, 678' left of centerline to 568' right of centerline, up to 46' AGL/1115' MSL. Rwy 30, multiple towers, trees, power poles, buildings, street lights, fences, and road beginning 13' from departure end of runway, 264' left of centerline, up to 100' AGL/1270' MSL. Multiple trees and power poles beginning

516' from departure end of runway, 343' right of

centerline, up to 88' AGL/1137' MSL.

ORD, NE

EVELYN SHARP FIELD (ODX) AMDT 3 09127 (FAA)

TAKE-OFF MINIMUMS: Rwys 17,35,NA-Environmental.
DEPARTURE PROCEDURE: Rwy 13, climb heading
131° to 3000 before turning right.
NOTE: Pun 13, pole 980 from DEP. 408 left of

NOTE: Rwy13, pole 860' from DER, 498' left of centerline, 39' AGL/2098' MSL. Trees beginning 705' from DER, 505' left of centerline, up to 37' AGL/2096' MSL. Trees beginning 43' from DER, 443' right of centerline, up to 45' AGL/2104' MSL. Rwy31, trees beginning 2590' from DER, 276' left of centerline, up to 84' AGL/2133' MSL. Poles beginning 1234' from DER, 1'left of centerline, up to 60' AGL/2130' MSL. Tank 2615' from DER, 256' left of centerline, 69' AGL/2139' MSL. Fence 199' from DER, 241' left of centerline, 5' AGL/2075' MSL. Tree 55' from DER, 348' right of centerline, 2' AGL/2072' MSL.

OSHKOSH.NE

GARDEN COUNTY (OKS)

ORIG 05020 (FAA)

DEPARTURE PROCEDURE: Rwv12, climb via heading 125° to 4000 before turning right

OTTAWA, KS

OTTAWA MUNI (OWI)

ORIG 97254 (FAA)

TAKE-OFF MINIMUMS: Rwvs 5.13.23.31. NA.

PARSONS KS

TRI-CITY (PPF)

ORIG 08269 (FAA)

NOTE: Rwy 17, tree's beginning 23' from departure end of runway, 253' right of centerline, up to 66' AGL/917' MSL. Trees and power poles beginning 8' from departure end of runway, 243' left of centerline, up to 56' AGL/916' MSL. Rwv 35, trees beginning 12' from departure end of runway, 138' right of centerline, up to 40' AGL/956' MSL. Vehicle on road 720' from departure end of runway, 7' left and right of centerline, 17' AGL/941' MSL. Trees

beginning 728' from departure end of runway, 66' left of

PHILLIPSBURG, KS

PHILLIPSBURG MUNI (PHG)

centerline, up to 20' AGL/935' MSL.

ORIG 07018 (FAA)

TAKE-OFF MINIMUMS: Rwys 3, 21, NA (Turf runway) NOTE: Rwv 31. trees 5843' from departure end of runway. 1981' left of centerline, 100' AGL/2059' MSL.

PITTSBURG, KS

ATKINSON MUNI (PTS)

ORIG 01193 (FAA)

NOTE: Rwv 10, 972 MSL pole, 335 from departure end of runway, 477' right of centerline, Rwy 16, 989' MSL tree, 1016' from departure end of runway, 542' left of centerline

RUSHVILLE. NE

MODISETT (9V5)

ORIG 09239 (FAA)

4' AGL/3751' MSL.

NOTE: Rwy 14, trees 21' from DER, 210' right of centerline, up to 47' AGL/3792' MSL, Multiple trees beginning 251' from DER, 302' left of centerline, up to 50' AGL/3805' MSL. Multiple power poles beginning 427' from DER, 31' left of centerline, up to 47' AGL/3834' MSL. Multiple power poles beginning 1179' from DER, 235' right of centerline, up to 67' AGL/3816' MSL. Multiple buildings beginning 415' from DER, 409' left of centerline, up to 25' AGL/3778' MSL. Fence, 203' from DER, 318' left of centerline, 4' AGL/3757' MSL, Rwv 32. terrain 964' from DER, 355' left of centerline, 0' AGL/ 3778' MSL, Fence, 51' from DER, 282' left of centerline.

RUSSELL.KS

RUSSELL MUNI (RSL)

AMDT 1 07298 (FAA)

DEPARTURE PROCEDURE: Rwv 17, climb via heading

167° to 3400 before turning east NOTE: Rwv 17, post 167' from departure end of runway. 324' left of centerline, 6' AGL/1868' MSL, Rwv 35. multiple poles beginning 417' from departure end of runway, 142' right of centerline, up to 30' AGL/1890' MSL.

SALINA, KS

SALINA MUNI (SLN)

ORIG 08325 (FAA)

NOTE: Rwy 4, light on hangar 1560' from departure end of runway, 196' right of centerline, 52' AGL/1302' MSL, Rwy 12. rod on obstruction light GS 1608' from departure end of runway, 617' left of centerline, 44' AGL/1315' MSL. Trees beginning 4018' from departure end of runway. 421' left of centerline, up to 100' AGL/1379' MSL. Trees beginning 5330' from departure end of runway, 1917' right of centerline, up to 100' AGL/1419' MSL, Rwv 17. road with vehicles 1458' from departure end of runway. from left to right of centerline, up to 15' AGL/1314' MSL. Pole 1505' from departure end of runway, 782' right of centerline, 12' AGL/1312' MSL, Rwy 18, rising terrain beginning 537' from departure end of runway, 338' right of centerline, up to 1309' MSL. Road with vehicles beginning 891' from departure end of runway, 586' left of centerline, up to 15' AGL/1314' MSL. Road with vehicles beginning 1095' from departure end of runway, 762' right of centerline, up to 15' AGL/1324' MSL, Trees beginning 2065' from departure end of runway, from left to right of centerline, up to 100' AGL/1409' MSL, Rwy 22, trees beginning 4195' from departure end of runway, 65' right of centerline, up to 100' AGL/1399' MSL, Rwv 30, trees beginning 1227' from departure end of runway, 785' left of centerline, up to 100' AGL/1349' MSL. Trees beginning 2400' from departure end of runway, from left to right of centerline, up to 100' AGL/1359' MSL. Rwy 36, trees beginning 367' from departure end of runway, 305' left of centerline, up to 100' AGL/1349' MSL, Trees beginning 1663' from departure end of runway, from left to right of centerline, up to 100' AGL/1349' MSL.

SCOTTSBLUFF. NE

WESTERN NEBRASKA RGNL

WILLIAM B. HEILIG FIELD (BFF)

AMDT 4 93175 (FAA)

DEPARTURE PROCEDURE: Rwy 23, climbing right turn to 5500 via heading 300° before proceeding on course, Rwv 30, climb runway heading to 5500 before proceeding on course.

SEWARD, NE

SEWARD MUNI (SWT)

ORIG 96228 (FAA)

TAKE-OFF MINIMUMS: Rwy 22, NA.

DEPARTURE PROCEDURE: Rwy 4, climb to 2800 before turning on course. Rwy 16, climb runway heading to 3500 before turning right. Rwy 34, climb runway heading to 3000 before turning left.

SIDNEY NE

SIDNEY MUNI/LLOYD W. CARR FIELD (SNY) AMDT 1 08213 (FAA)

TAKE-OFF MINIMUMS: Rwvs 3.21 NA-Environmental

SUPERIOR.NE

SUPERIOR MUNI (12K)

ORIG 91318 (FAA)

DEPARTURE PROCEDURE: Rwys 14, 18, 32, 36, climb runway heading to 2500 before turning

TEKAMAH. NE

TEKAMAH MUNI (TOF)

AMDT 2 07298 (FAA)

DEPARTURE PROCEDURE: Rwv 32 climb via heading 327° to 1500 before turning left.

NOTE: Rwv 14, north-south road and vehicle 483' left of centerline at departure end of runway, 15' AGL/1044' MSL. Rwv 32, trees 954' from departure end of runway. 426' left of centerline up to 100' AGL /1129' MSL

THEDFORD NE

THOMAS COUNTY (TIF)

AMDT 1 08269 (FAA)

NOTE: Rwv 11, trees and rising terrain beginning 36 from departure end of runway, 458' right of centerline, up to 75' AGL/3054' MSL. Vehicles on road beginning 749' from departure end of runway, 351' left of centerline, up to 17' AGL/2936' MSL. Rwy 29, trees and rising terrain beginning 15' from departure end of runway, 223' left of centerline, up to 75' AGL/3034' MSL.

TOPEKA, KS

FORBES FIELD (FOE)

ORIG 09183 (FAA)

NOTE: Rwy 3, trees beginning 1424' from DER, 217' left of centerline, up to 59' AGL/1099' MSL. Tree 1523' from DER, 370' right of centerline, 49' AGL/1088' MSL Rwy 31, rising terrain 38' from DER, 441' right of centerline, 1064' MSL

TOPEKA, KS (CON'T)

PHILIP BILL ARD MUNI (TOP)

Trees beginning 1495' from

AMDT 1 09015 (FAA)

TAKE-OFF MINIMUMS: Rwy 22, 200-11/2 or std. w/min. climb of 286' per NM to 1200.

DEPARTURE PROCEDURE: Rwy 22 climb heading 224° to 1900 before turning right, Rwv31, climb heading 309° to 1800 before turning left

NOTE: Rwv 4, antenna 1049 from departure end of runway, 528' left of centerline, 57' AGL/927' MSL, Pole 996' from departure end of runway, 382' left of centerline. 38' AGL/908' MSL. Rwv 13. tree 378' from departure end of runway, 413' right of centerline, 100' AGL/912' MSL. Vehicle on road 80' from departure end of runway 371' left of centerline, 15' AGL/889' MSL, Rwv 18, trees beginning 1062' from departure end of runway, 329' left of centerline. up to 100' AGL/1007' MSL. Trees beginning 696' from departure end of runway, 201' right of centerline, up to 100' AGL /993' MSL Pole 2276' from departure end of runway, 491' right of centerline, 64' departure end of runway. 386' left of centerline, up to 150' AGL/1031' MSL.

departure end of runway, on centerline, up to 100' AGL/ 946'MSI Trees beginning 1722' from departure end of runway, 248' right of centerline, up to 100' AGL/945' MSL. Elevator 3783' from departure end of runway, 947' left of centerline 131'AGL/1001'MSL Rwv31, trees beginning 1019' from departure end of runway, 693' left of centerline. up to 100' AGL/977' MSL. Rwv 36, trees beginning 3026' from departure end of runway, 265' left of centerline, up to 100' AGL/975' MSL. Rising terrain with trees beginning 1.1 NM from departure end of runway, on centerline, up to 100' AGL/1129' MSL.

ULYSSES, KS

ULYSSES (ULS)

AMDT 2 87239 (FAA)

TAKE-OFF MINIMUMS: Rwy 12, 500-3 or std. with a min. climb of 225' per NM to 3700.

DEPARTURE PROCEDURE: Rwv 17, climb to 3700 before turning on course.

VALENTINE. NE

MILLER FIELD (VTN)

AMDT 2 05132 (FAA)

DEPARTURE PROCEDURE: Rwy3, climb heading 028° to 4000 before proceeding on course, Rwv 32, climb heading 317° to 4000 before proceeding on course. NOTE: Rwv 14, multiple fences beginning 398' from

departure end of runway, 495' right of centerline, up to 5' AGL/2593' MSL.

WAHOO, NE

WAHOO MUNI (AHO) ORIG 08213 (FAA)

TAKE-OFF MINIMUMS: Rwvs 13.31. NA-

Environmental

NOTE: Rwv 2, terrain beginning 1' from departure end of runway 360' left of centerline up to 1229' MSI. Terrain beginning 1' from departure end of runway, 360' right of centerline, up to 1224' MSL. Pole 725' from departure end of runway 539' left of centerline 29' AGL /1258' MSL. Vehicles on road beginning 740' from departure end of runway, from left to right of centerline, up to 15' AGL/1244' MSL. Rwy 20, fence, buildings, trees, power poles, and street lights beginning 244' from departure end of runway 401' right of centerline up to 52' AGL/1277' MSL. Vehicles on road, power poles. and wires beginning 500' from departure end of runway. 477' left of centerline, up to 29' AGL/1246' MSL. Trees beginning 2510' from departure end of runway, 631' left of centerline up to 74' AGI /1291' MSI. Elevator 3446' from departure end of runway, 474' left of centerline. 114'AGL/1329'MSL.

WAYNE. NE

WAYNE MUNI (LCG)

AMDT 3 04330 (FAA)

NOTE: Rwv 35, pole 388' from departure end of runway. 540' left of centerline 19' AGL / 1453' MSL Pole 422' from departure end of runway, 436' right of centerline, 35' AGI /1453' MSI

WELLINGTON, KS

WELLINGTON MUNI (EGT)

ORIG 07298 (FAA)

NOTE: Rwy 17, terrain 104' from departure end of runway, 488' right of centerline, 0' AGL/1275' MSL,

WICHITA, KS

BEECH FACTORY (BEC)

ORIG 98169 (FAA)

TAKE-OFF MINIMUMS: Rwy 36, 500-1 or std. with a min, climb of 240' per NM to 2000.

DEPARTURE PROCEDURE: Rwv 36, climb runwav heading to 2000 before proceeding on course. NOTE: Rwv 36. 1810' tower N37°42'47" W97°14'52".

COLONEL JAMES JABARA (AAO)

AMDT 2 83328 (FAA)

DEPARTURE PROCEDURE: Rwv 18, south and west departures (180° CW 270°) climb to 2000 via runway heading before proceeding on course.

WICHITA MID-CONTINENT (ICT)

ORIG 08101 (FAA)

NOTE: Rwy 1L, tree and poles beginning 1219' from departure end of runway, 679' left of centerline, up to 34' AGL/1366' MSL.

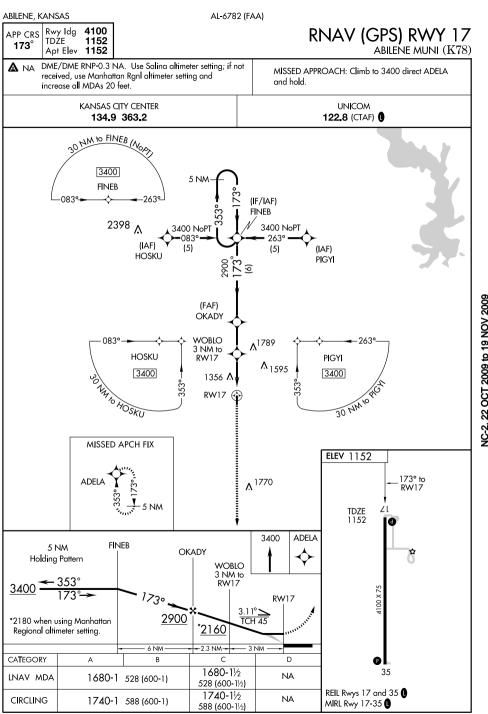
YORK.NE

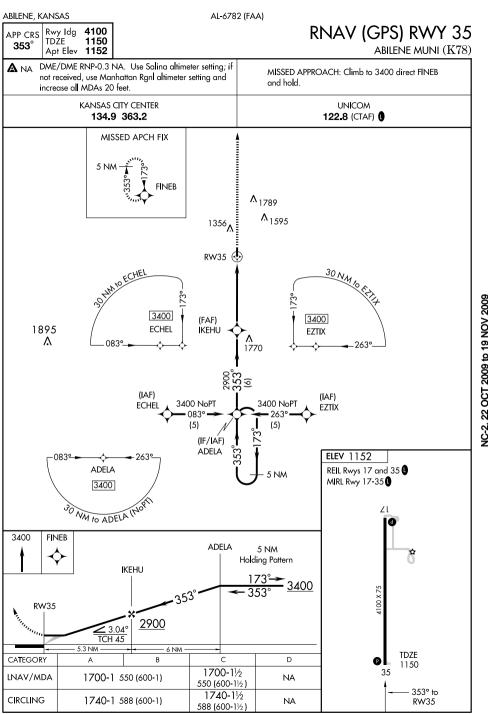
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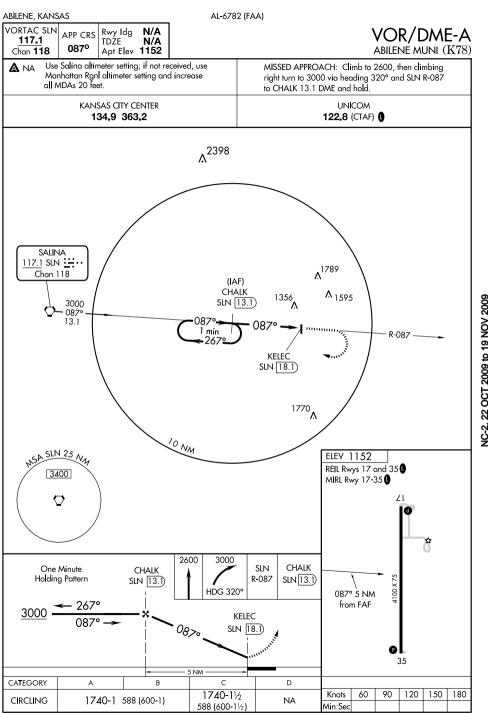
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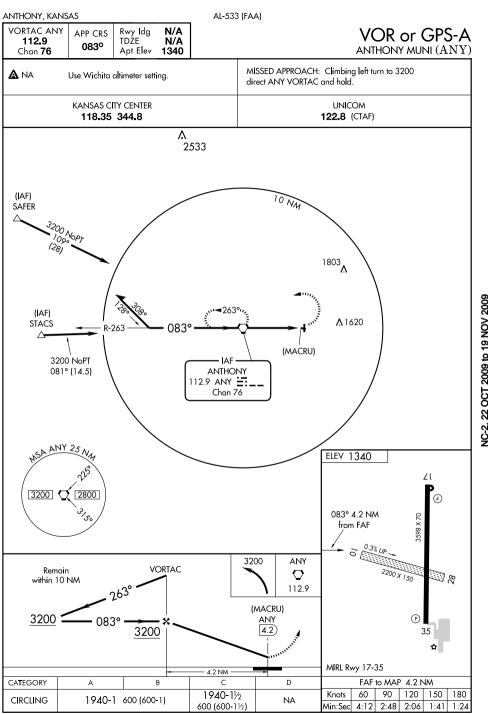
TAKE-OFF MINIMUMS: Rwys 5, 23, NA-Environmental

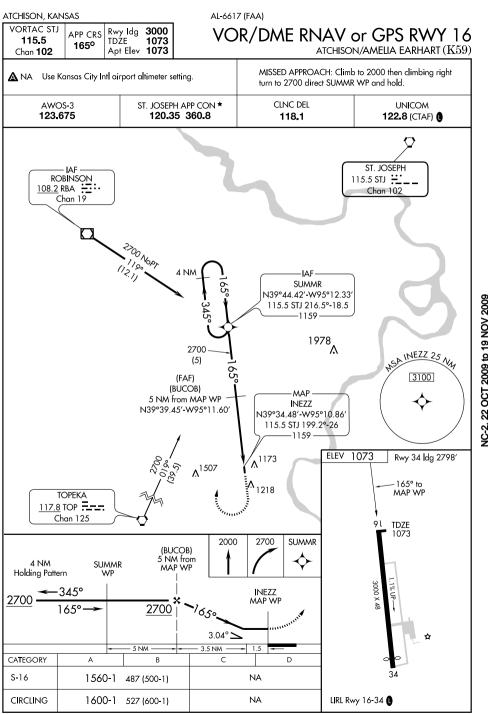
NOTE: Rwv 35. Catenary beginning 1290' from DER, 467' right of centerline, up to 79' AGL/1719' MSL. Pole 1396' from DER, 220' left of centerline. 55' AGL/1700' MSI

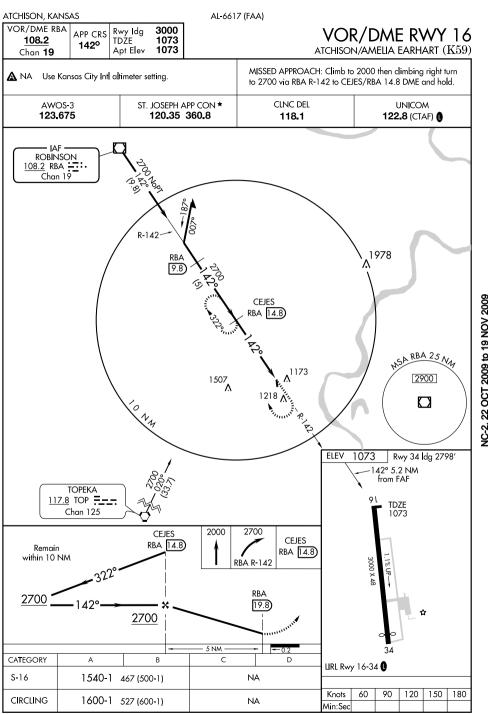


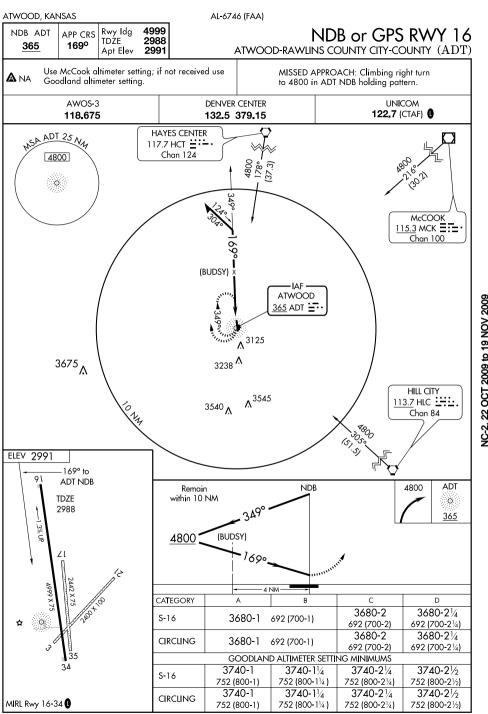


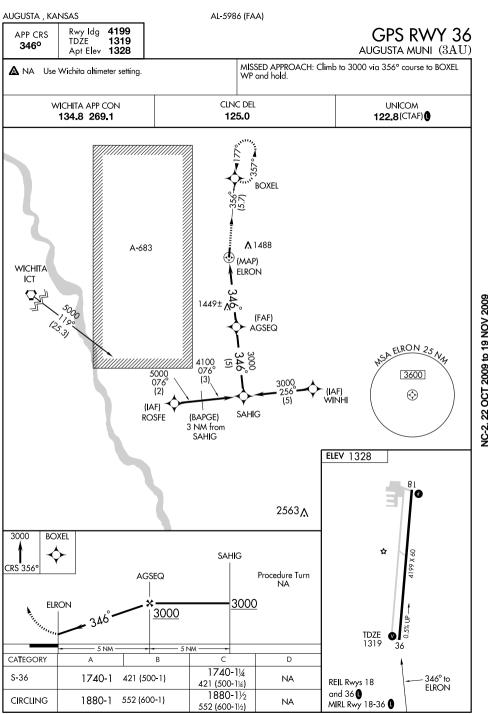


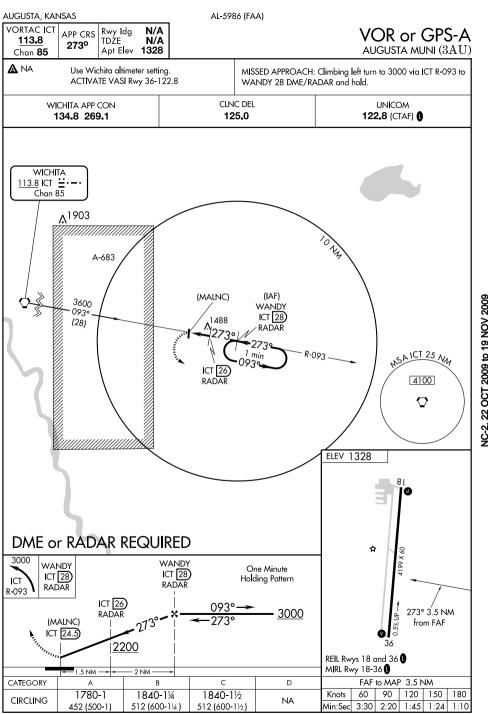


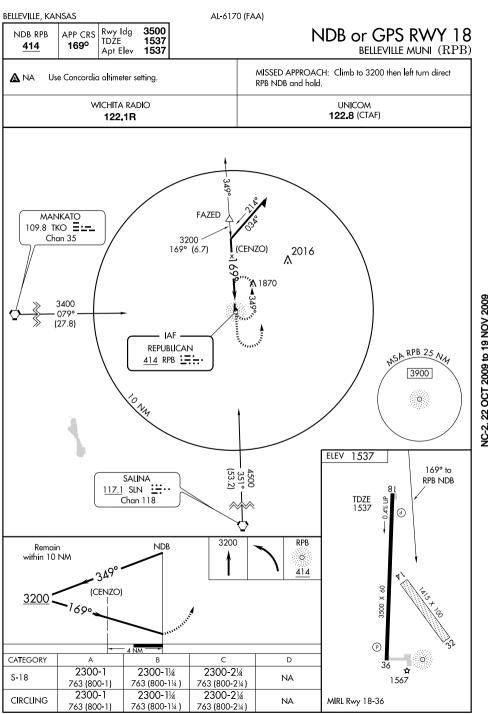


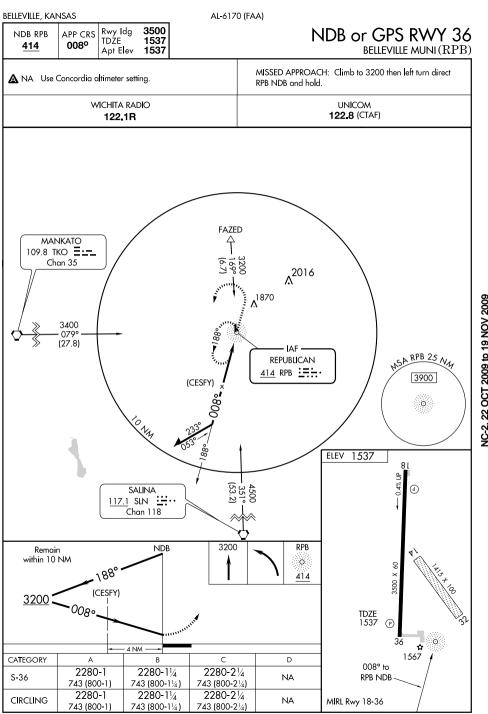


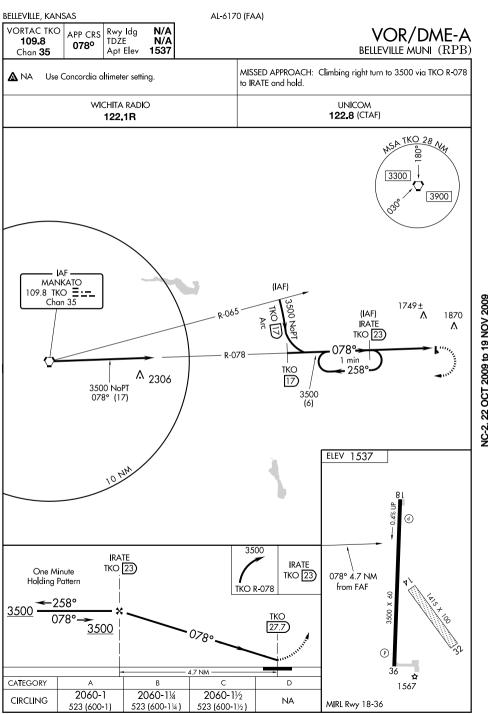


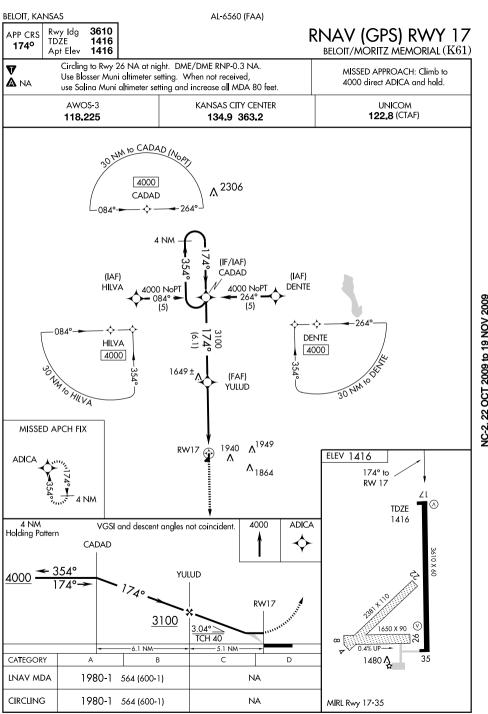


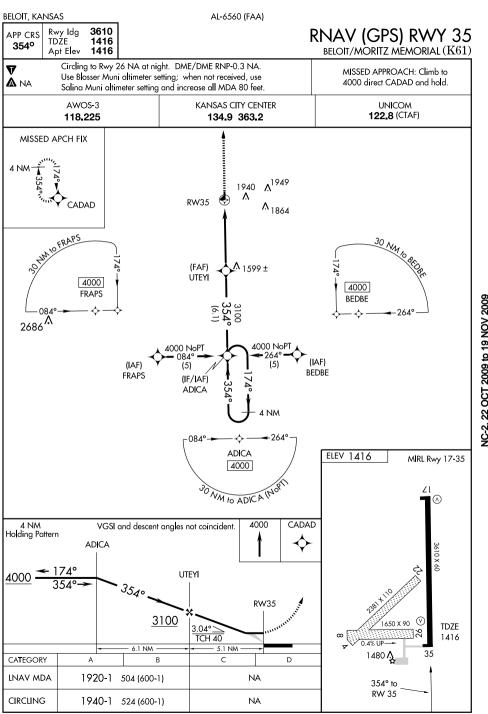


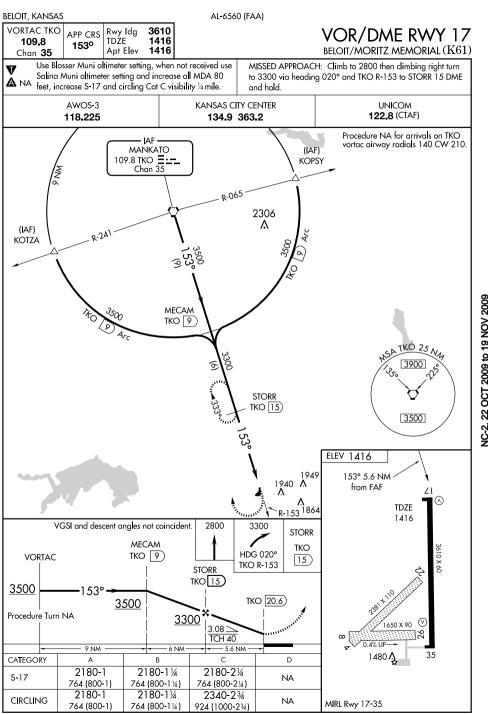


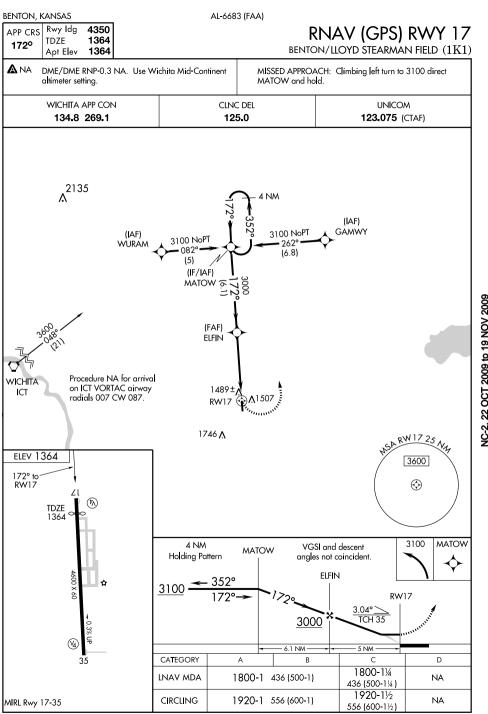


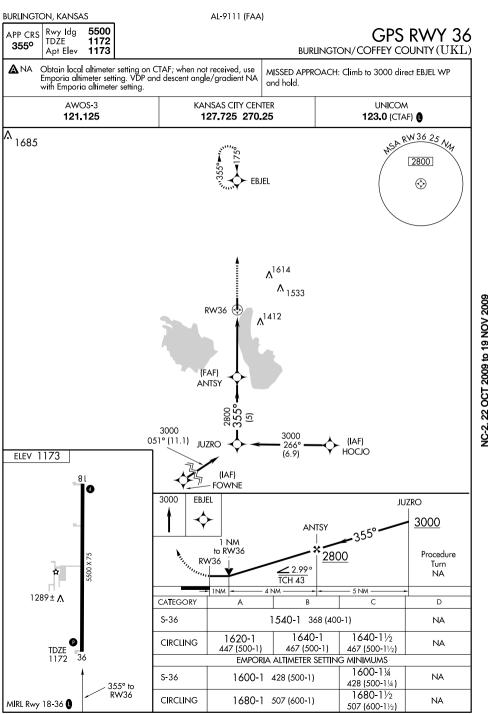




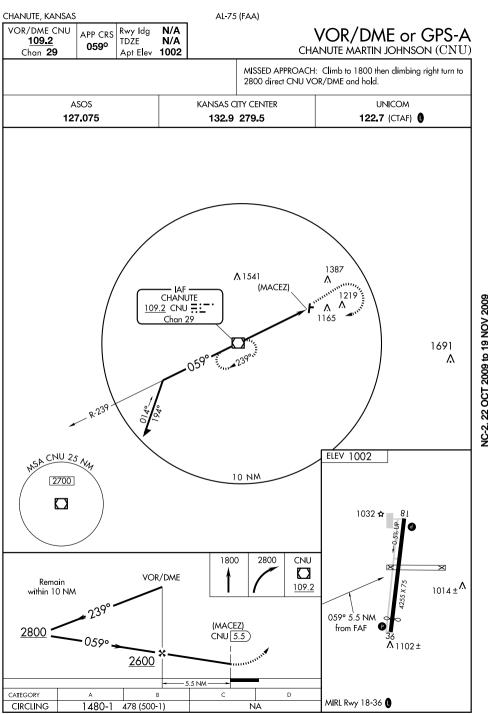




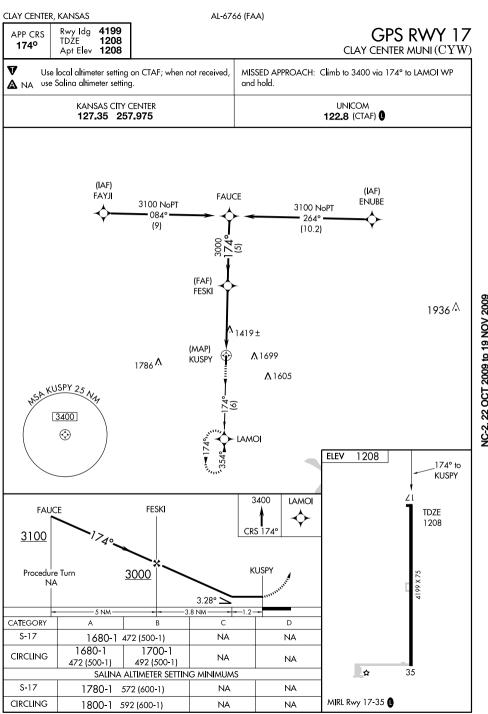


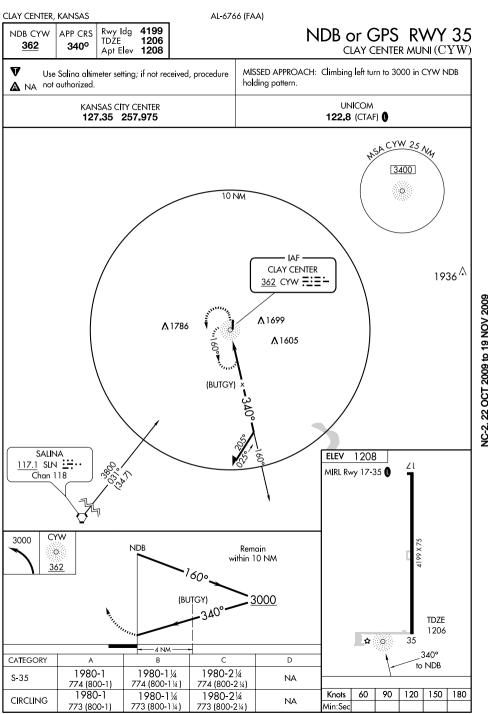


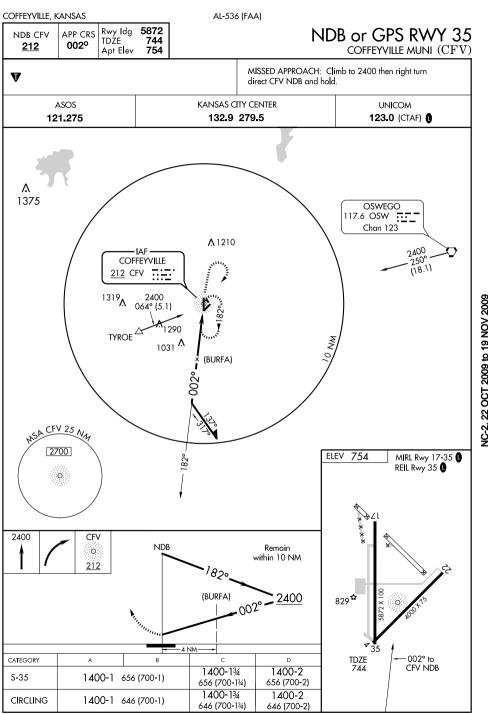
BURLINGTON, KANSAS AL-9111 (FAA) 5500 Rwy Idg NDB RWY 36 NDB UKL APP CRS TDŹE 1172 007° 245 BURLINGTON/COFFEY COUNTY (UKL) Apt Elev 1173 MISSED APPROACH: Climb to 2500 then climbing left turn ANA Obtain local altimeter setting on CTAF; when not received use Emporia altimeter setting. to 3000 direct UKL NDB and hold. AWOS-3 KANSAS CITY CENTER UNICOM 121.125 127.725 270.25 123.0 (CTAF) 1 ۸¹⁶¹⁴ ∧¹⁵³³ ·IAF 3000 BOYD 080° 245 UKL <u>∷:</u> NC-2 22 OCT 2009 to 19 NOV 2009 (19.7) **^** 1412 EMPORIA 112.8 EMP :___ SA UKL 25 NA Chan 75 2800 1677 **∧** CHANUTE 109.2 CNU 🚃: ELEV 1173 Chan 29 81 NDB 2500 3000 UKL Remain within 10 NM 0 245 3000 5500 X 75 0070 1289± ∧ CATEGORY С D Α 1840-134 S-36 1840-1 668 (700-1) NA TDZE 1172 668 (700-134) 1840-13/4 CIRCLING 1840-1 667 (700-1) NA 36 667 (700-134) 007° to EMPORIA ALTIMETER SETTING MINIMUMS NDB MIRL Rwy 18-36 1900-2 NA S-36 1900-1 728 (800-1) 728 (800-2) 150 Knots 60 90 120 180 1900-2 CIRCLING 1900-1 727 (800-1) NA Min:Sec 727 (800-2)

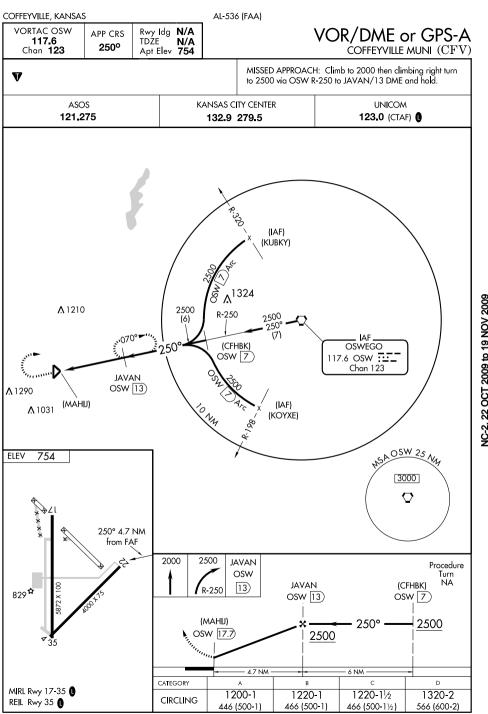


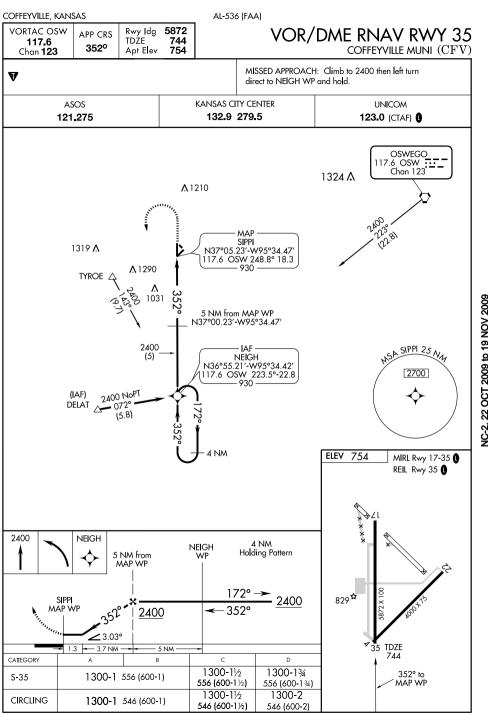
AL-75 (FAA) CHANUTE, KANSAS VOR/DME CNU Rwy Ida 3985 VOR/DME RNAV or GPS RWY 36 APP CRS 109.2 1002 TDZE 002° CHANUTE MARTIN JOHNSON (CNU) 1002 Apt Elev Chan **29** MISSED APPROACH: Climb to 2000 then climbing right turn to 2600 direct MYYER WP and hold. ASOS KANSAS CITY CENTER UNICOM 127,075 132.9 279.5 122.7 (CTAF) 0 CHANUTE 1387 **∧** 1541 109.2 CNU 🚃 Chan 29 . 1165 A¹²¹⁹ - MAP -NC-2 22 OCT 2009 to 19 NOV 2009 FLOÜR ۸¹⁶⁹¹ N37°39.73′W95°29.25′ 109.2 CNU 061.9°-5.5 - 1080 2900 IAF -2710 MYYER (25.7)N37°34.75'W95°29.98' 109.2 CNU 117.1°-5.3 1080 SA FLOUR 25 NZ **ELEV 1002** 2700 1032 🖈 🔤 2000 2600 **MYYER** X 4 NM **MYYER** Holding Pattern WP 1014±^Λ **FLOUR** MAP WP 2600 TDZE 1002 0020 Ã1102± 2.91° TCH 40 0.9 4.1 NM 002° to CATEGORY С MAP WP S-36 1420-1 418 (500-1) NA MIRL Rwy 18-36 (CIRCLING 1480-1 478 (500-1) NA

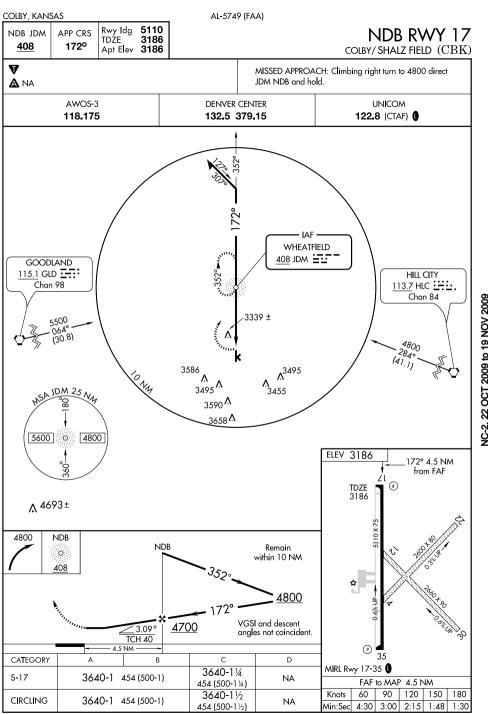




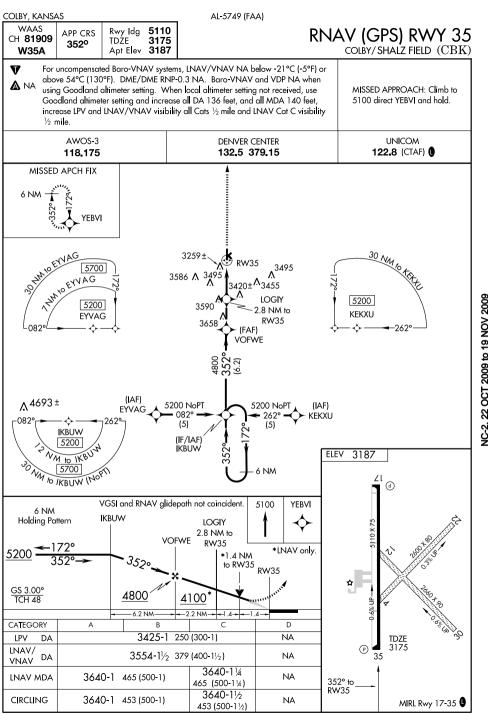


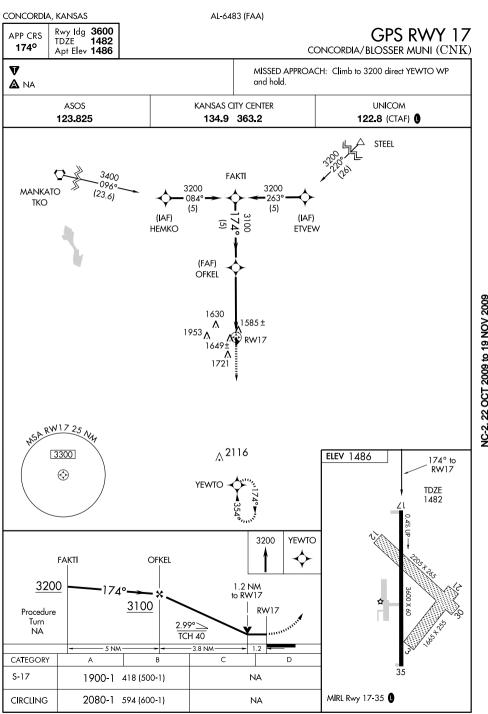


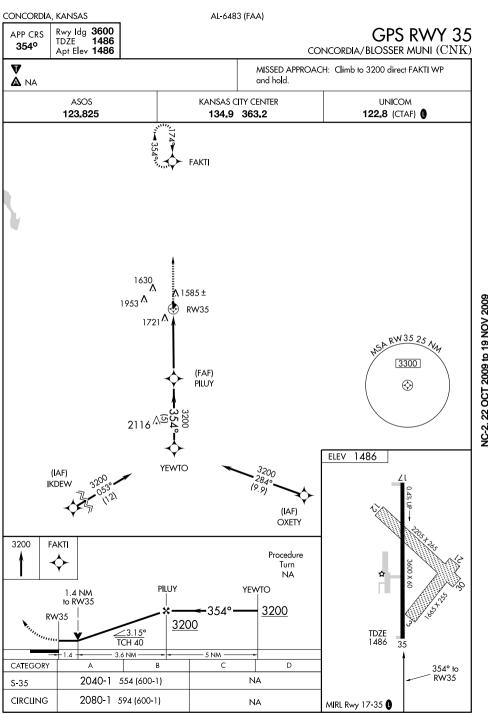


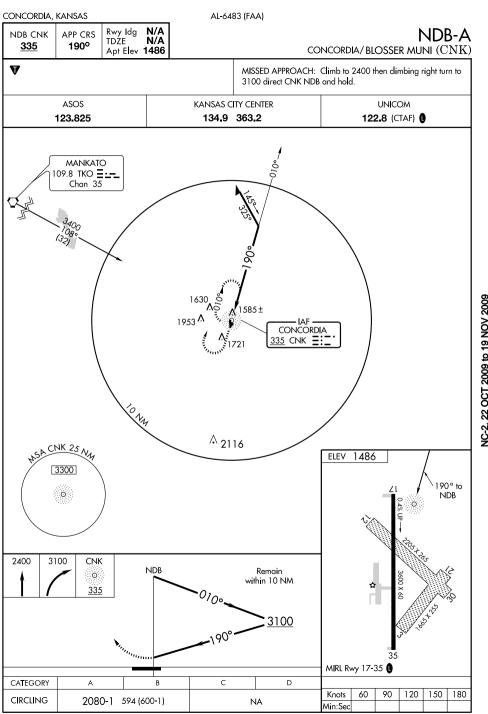


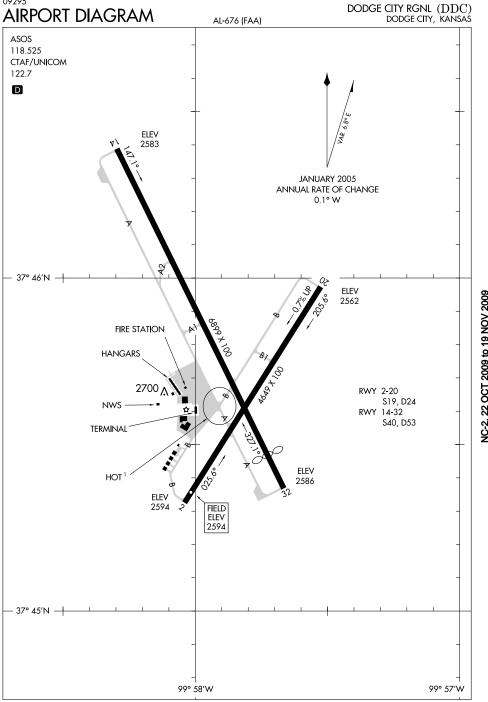
NC-2 22 OCT 2009 to 19 NOV 2009

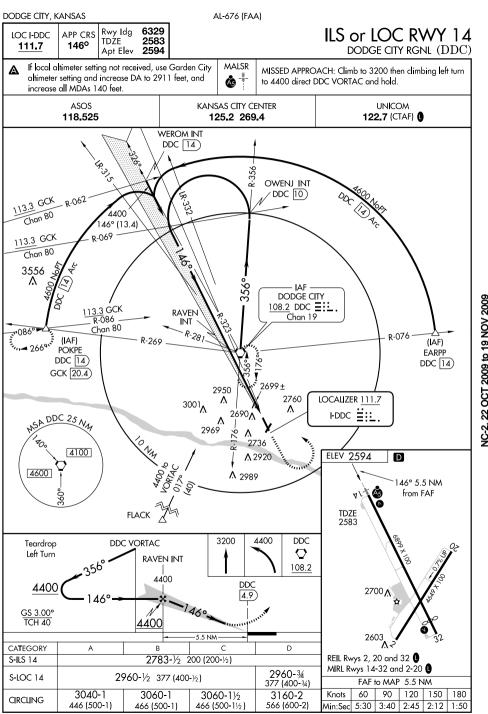


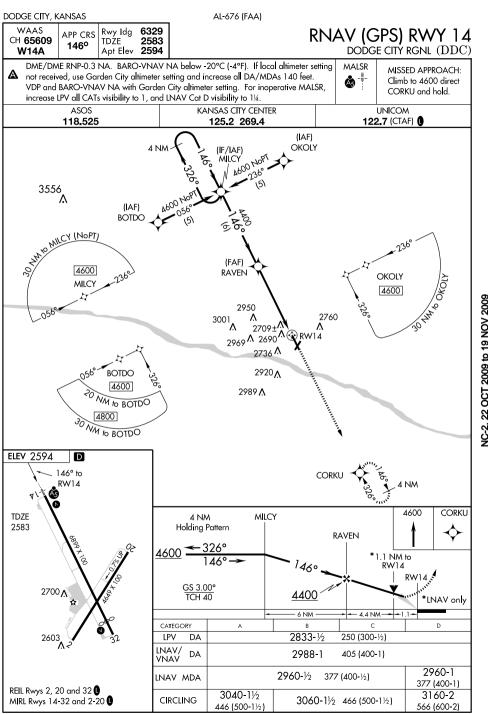


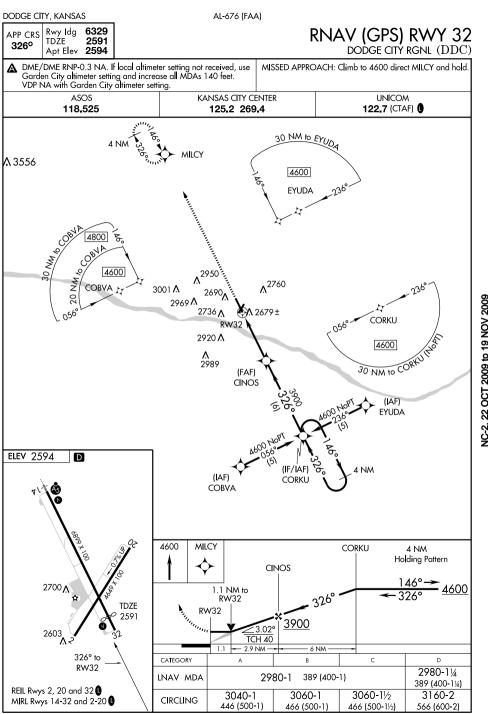


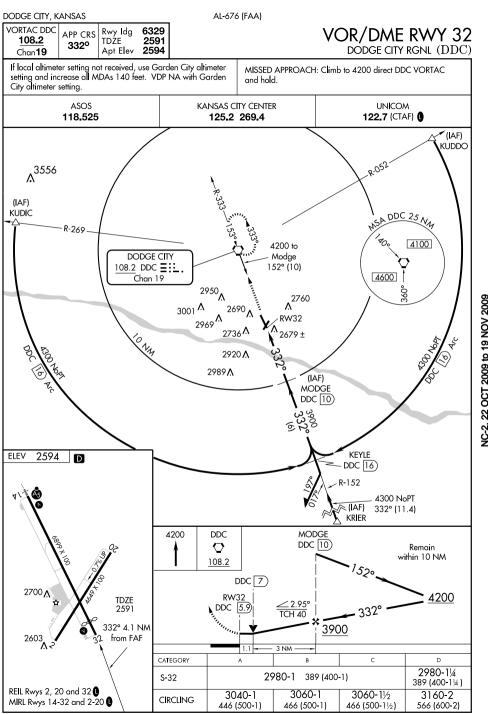


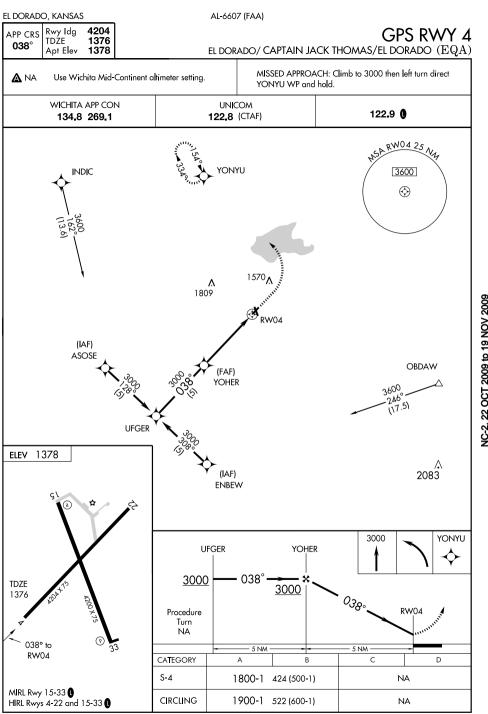


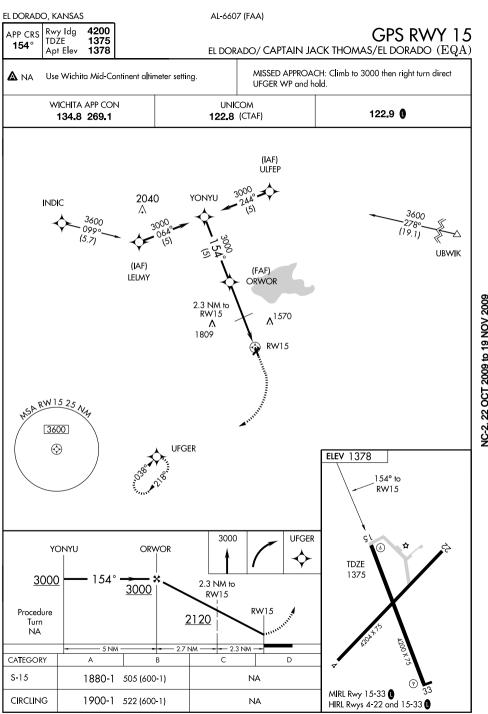


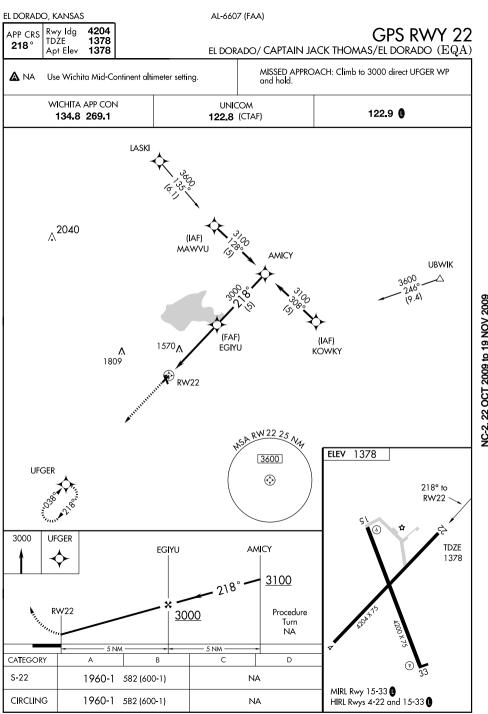


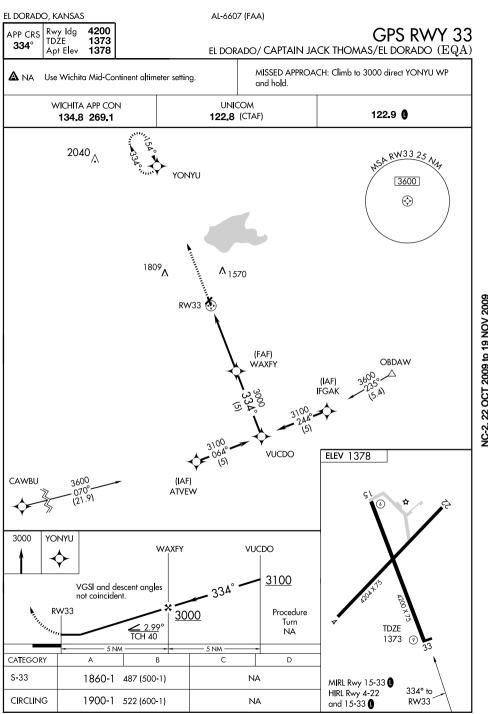


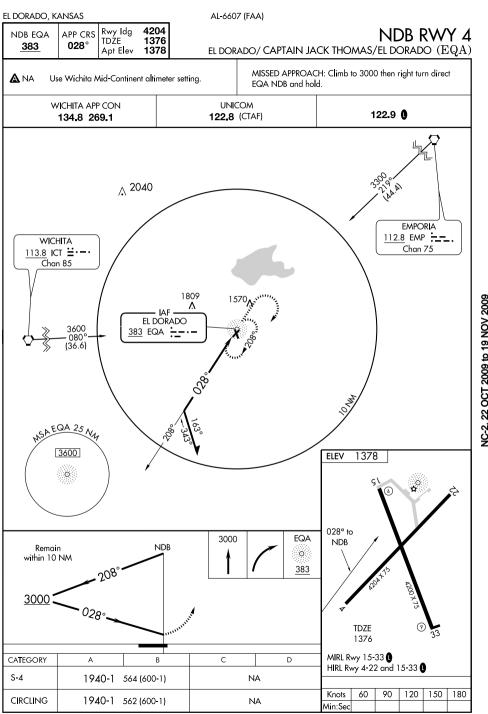




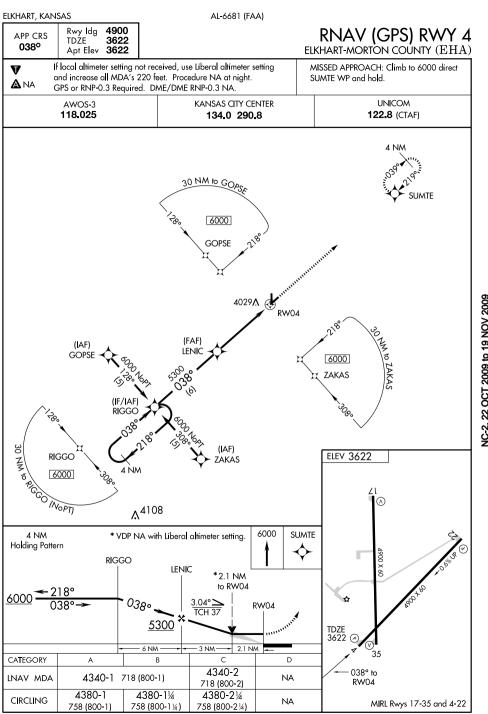


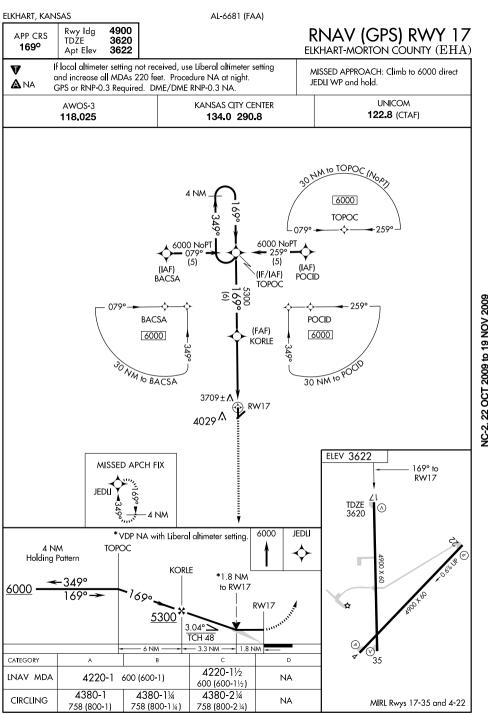




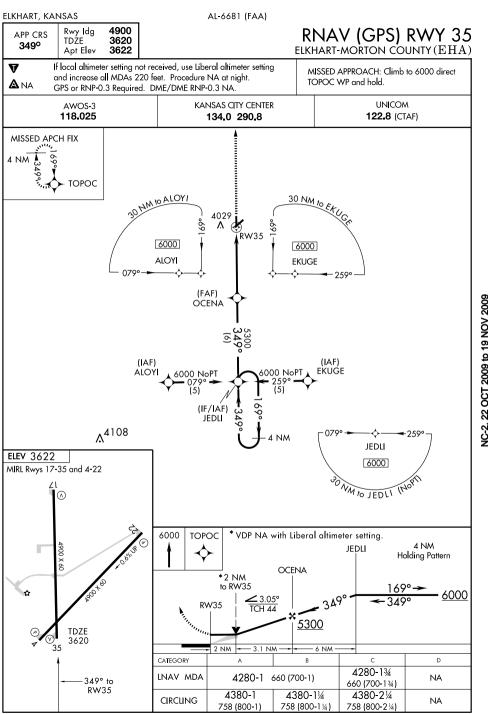


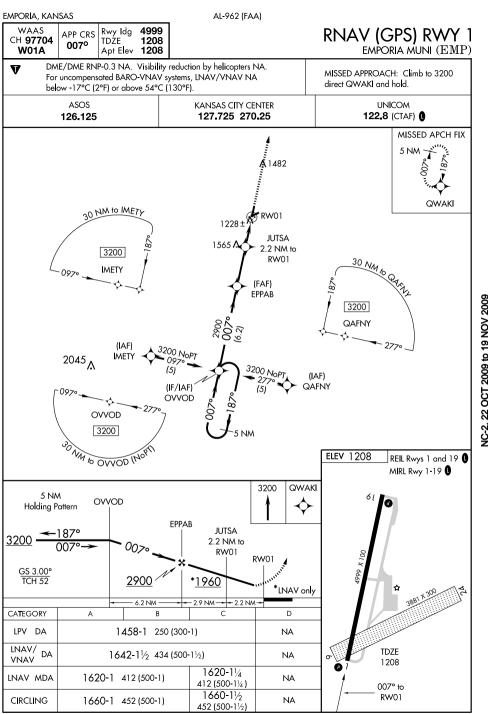
ELKHART, KANSAS AL-6681 (FAA) 4900 Rwy Idg NDB RWY 35 APP CRS NDB FHA TDŹE 3620 3420 377 ELKHART-MORTON COUNTY (EHA) Apt Elev 3622 V If local altimeter setting not received, use Liberal MISSED APPROACH: Climbing right turn to 5300 in altimeter setting and increase all MDA's 220 feet. A NA EHA NDB holding pattern. KANSAS CITY CENTER UNICOM AWOS-3 118.025 134.0 290.8 122.8 (CTAF) **UBERAL** 112.3 LBL :::: Chan 70 22 22 OCT 2009 to 19 NOV 2009 5300 256 4029 (44) — IAF — ELKHART NSA EHA 25 Ny 377 EHA ::: 5500 ELEV 3622 MIRL Rwys 17-35 and 4-22 BRAKE 5300 EHA Remain 4900 X 60 within 10 NM 0 NDB 377 5300 TDZE 3620 35 -342° to CATEGORY Α С NDB 4440-1 4440-11/4 4440-21/2 S-35 NA 820 (900-1) 820 (900-11/4) 820 (900-21/2) Knots 60 90 120 150 180 4440-1 4440-11/4 4440-21/2 CIRCLING NA Min:Sec 818 (900-1) 818 (900-21/2) 818 (900-11/4)

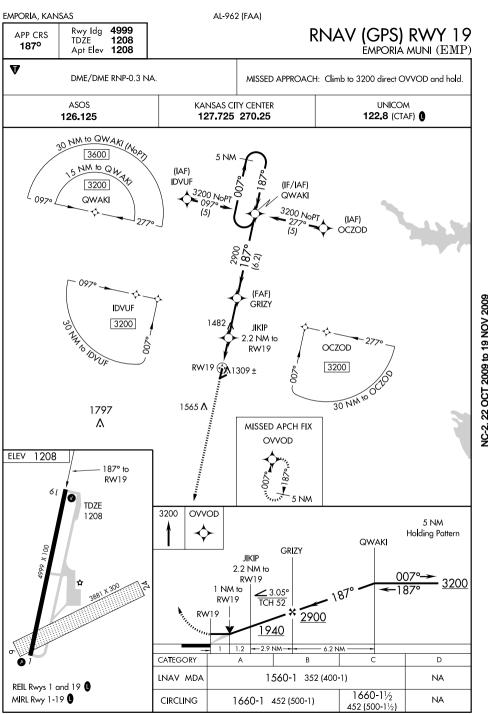


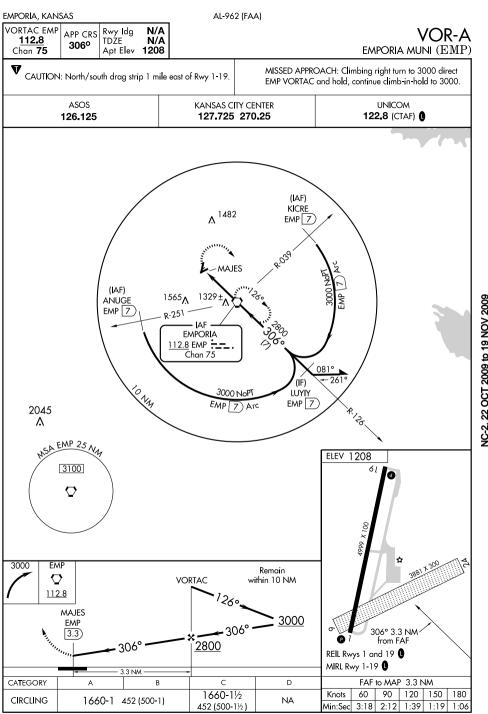


ELKHART, KANSAS AL-6681 (FAA) 4900 Rwy Idg RNAV (GPS) RWY 22 APP CRS TDŹE 3613 219° ELKHART-MORTON COUNTY (EHA) Apt Elev 3622 If local altimeter setting not received, use Liberal altimeter setting MISSED APPROACH: Climb to 6000 direct and increase all MDAs 220 feet. Procedure NA at night. RIGGO WP and hold. **A** NA GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. UNICOM AWOS-3 KANSAS CITY CENTER 118,025 134.0 290.8 122.8 (CTAF) 30 NM to SUMITE (NOPT) 5300 (IAF) SUMTE DENĆA 30 NM to DE 6000 DENCA I (IF/IAF) 5300 NC-2 22 OCT 2009 to 19 NOV 2009 (FAF) (IAF) SUMTE HAKUK NANIC Manufaran Marian 3689 NANIC 5300 **ELEV 3622** RIGGO 30 NM to NANIC 219° to (1) RW22 6000 RIGGO * VDP NA with Liberal altimeter setting. 4 NM Holding Pattern SUMTE 4900 X 60 HAKUK TDZE 3613 *1.4 NM to RW22 219° RW22 5300 **≤**3.04° TCH 39 -1.4 → 3.8 NM -6 NM CATEGORY D 4080-11/4 LNAV MDA 4080-1 467 (500-1) NA 467 (500-11/4) 4380-1 4380-11/4 4380-21/4 CIRCLING NA MIRL Rwys 17-35 and 4-22 758 (800-1) 758 (800-11/4) 758 (800-21/4)

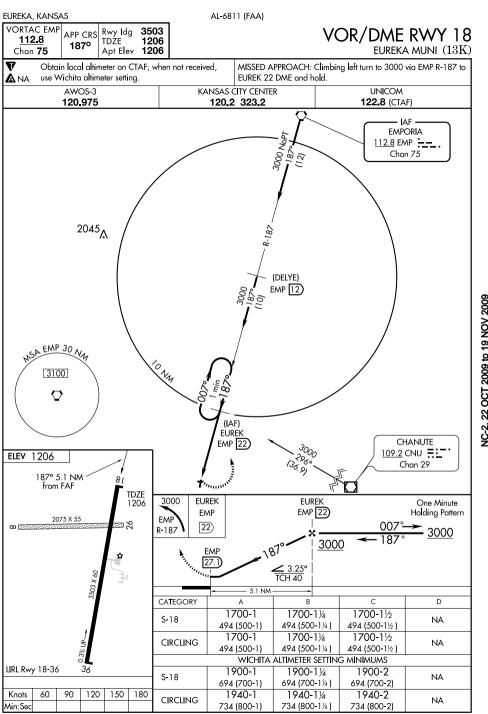


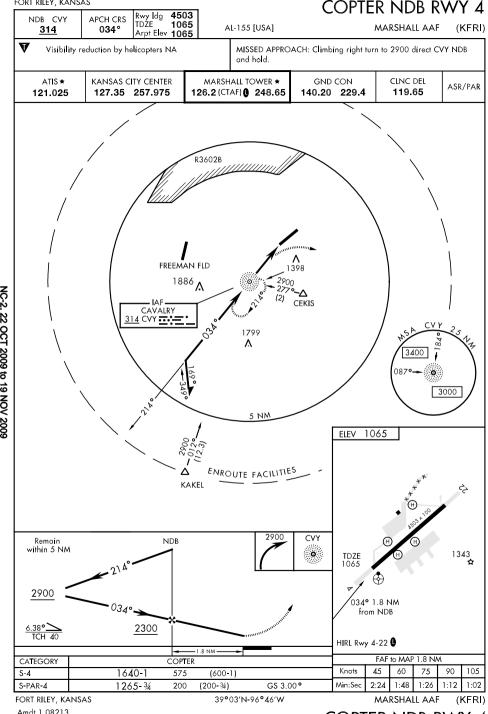


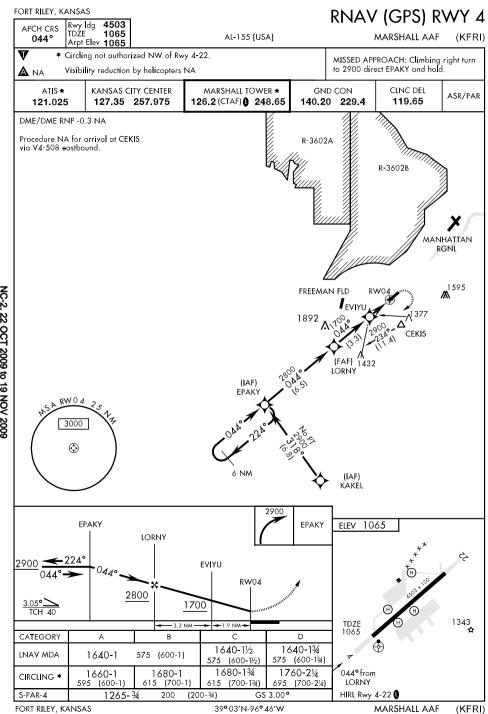


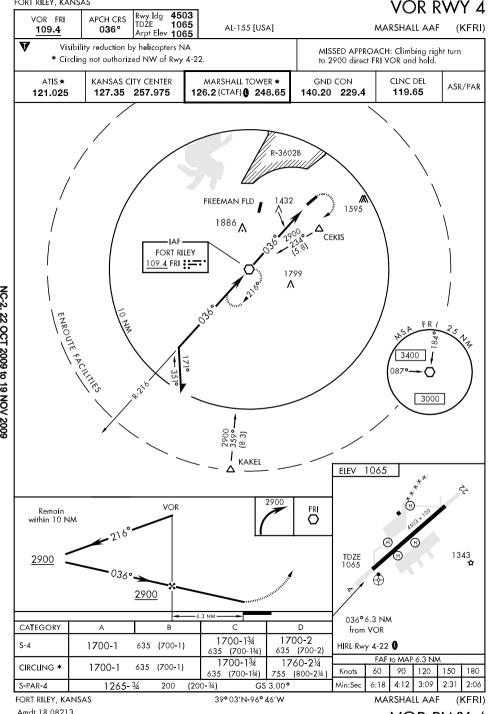


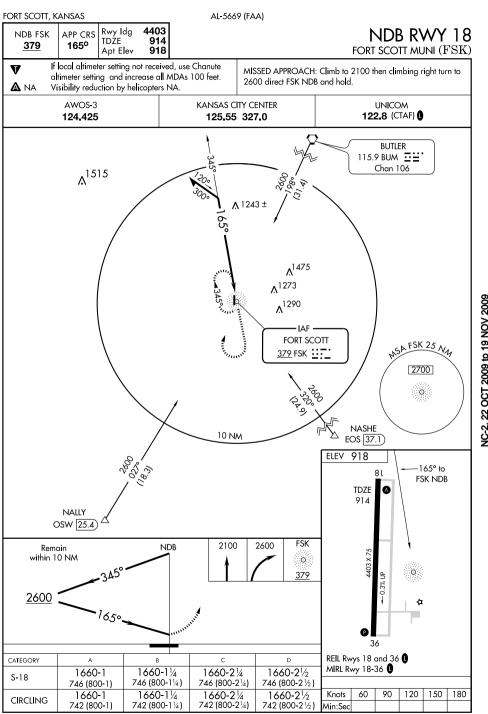
EUREKA, KANSAS AL-6811 (FAA) 3503 Rwy Ida RNAV (GPS) RWY 18 APP CRS TDŹE 1206 185° EUREKA MUNI (13K) Apt Elev 1206 Obtain local altimeter on CTAF; when not received, MISSED APPROACH: Climbing to 3200 direct KANEY V use Wichita altimeter setting. and hold. Circling NA at night to Rwys 8, 26, 36 **A** na GPS or RNP-0.3 required. DME/DME RNP-0.3 NA AWOS-3 KANSAS CITY CENTER UNICOM 120.975 120.2 323.2 122.8 (CTAF) (IAF) (IAF) **AĞËXY EMPORIA EMP** 2045 ^ 3200 NoPT 193° (15.4) 4 NM Procedure NA for arrival at FOWNE via V307 southeast bound. (IAF) REKSE (IAF) 3200 NoPT FOWNE 269° (15.5)2. 2. 2. OCT 2009 to 19 NOV 2009 (FAF) **ERURE** NSA RW18 25 Ny 3100 \Diamond MISSED APCH FIX **∲** RW18 KANEY 1734 ^¹⁵¹⁷ ELEV 1206 185° to **RW18** 3200 KANEY *VDP NA with Wichita 4 NM REKSE Holding Pattern altimeter setting. **TDZE** 1206 **ERURE** *1.5 NM to 2075 X 55 RW18 00 (500) RW18 3100 3.05° TCH 40 4.2 NM 6 NM CATEGORY Α 1720-11/2 LNAV MDA 1720-1 514 (600-1) NA 514 (600-11/2) 1720-1½ CIRCLING 1720-1 514 (600-1) NA 514 (600-11/2) WICHITA ALTIMETER SETTING MINIMUMS 1860-134 LNAV MDA NA 1860-1 654 (700-1) 654 (700-1¾) 1860-134 CIRCLING LIRL Rwy 18-36 1860-1 654 (700-1) NA 654 (700-1%)

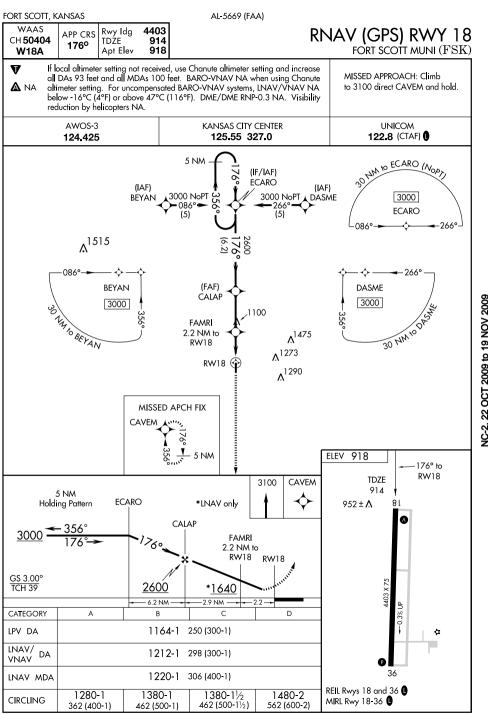


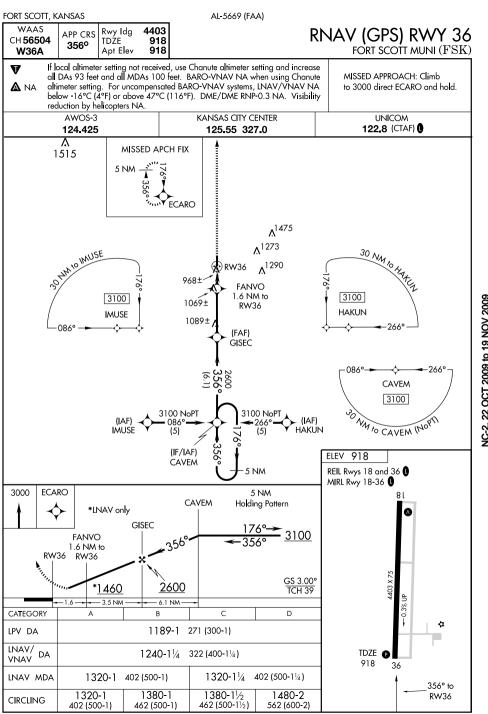


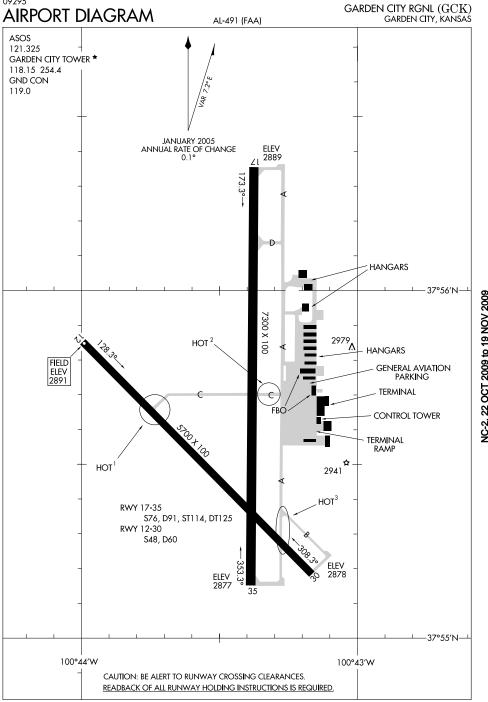


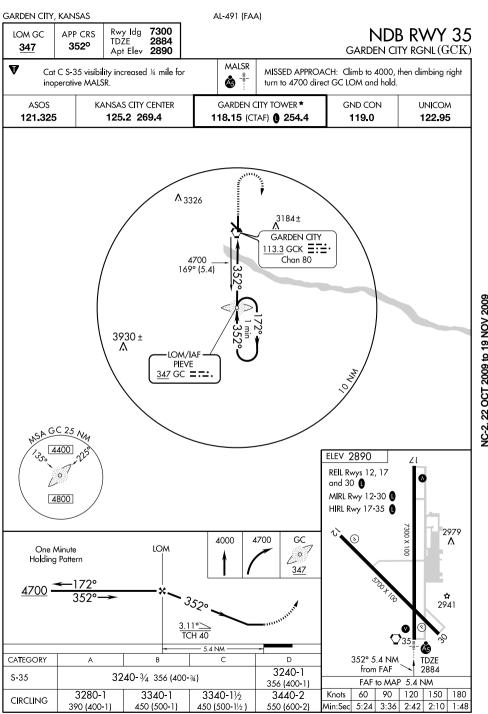


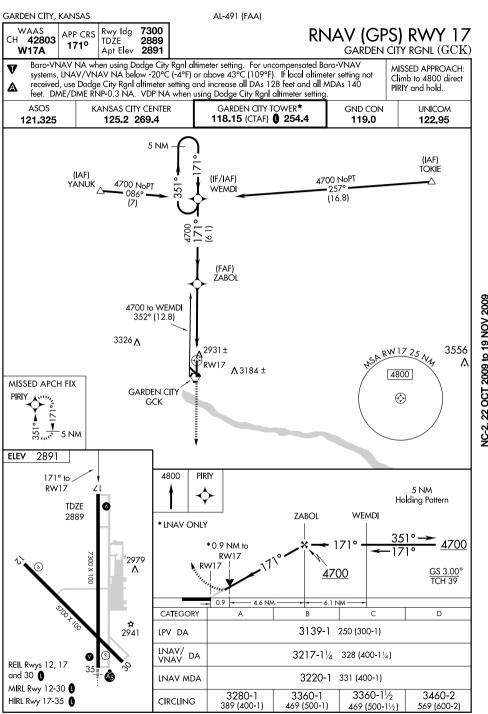




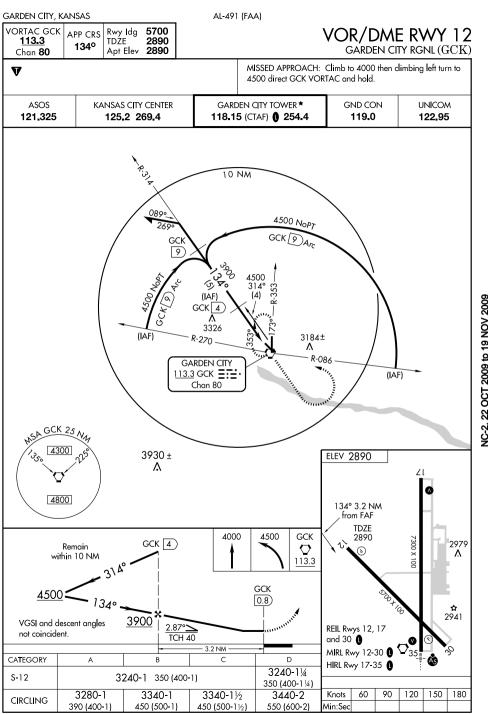


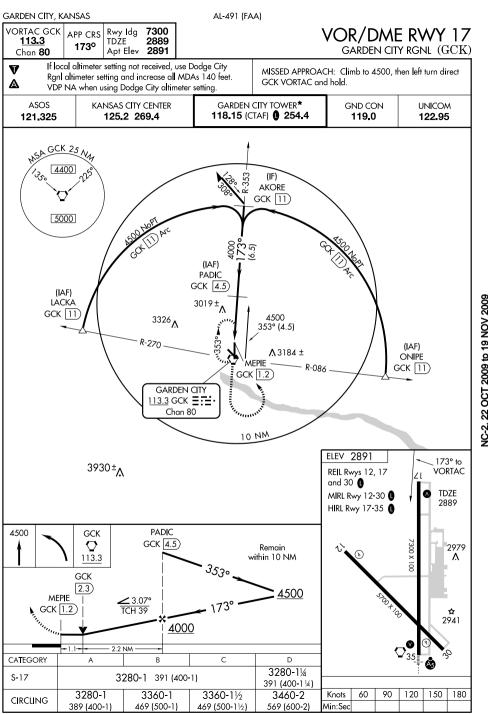


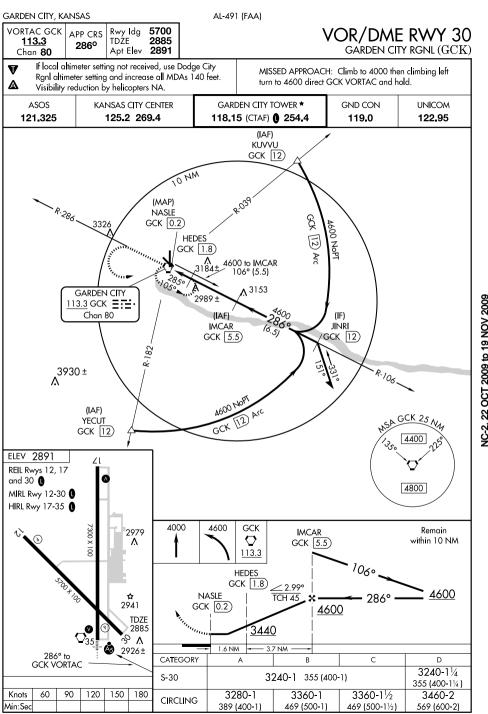


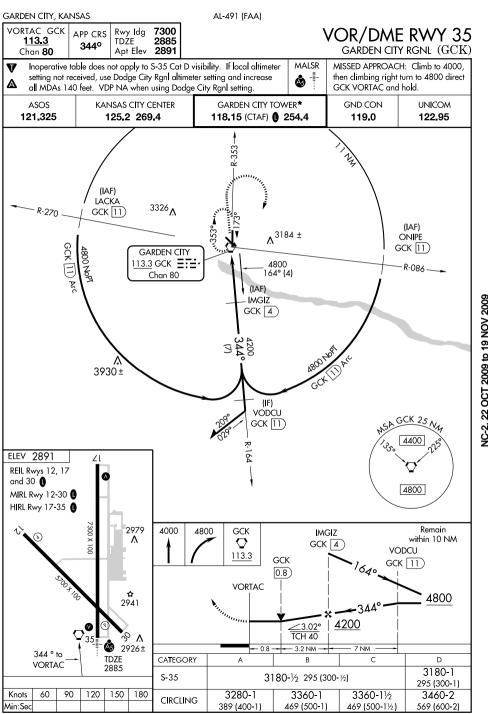


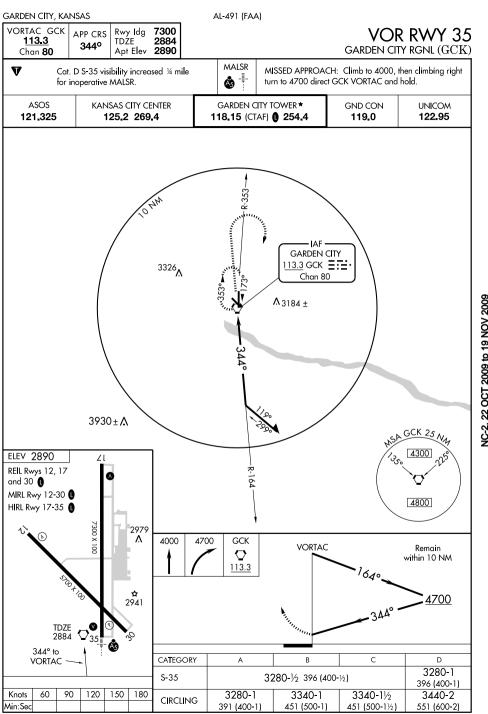
GARDEN CITY, KANSAS AL-491 (FAA) Rwy Ida WAAS 7300 APP CRS RNAV (GPS) RWY 35 CH 63103 TDŹE 2885 351° GARDEN CITY RGNL (GCK) Apt Elev W35A 2891 Inoperative table does not apply to LNAV Cat D. For inoperative MALSR, increase Inoperative table does not apply to LINAV Cat D. For inoperative MALSK, increase LNAV/VNAV Cat D visibility to 1. Baro-VNAV NA when using Dodge City Rgn1 altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 43°C (100°F). If local altimeter setting not received, use Dodge City Rgn1 altimeter setting and increase all DAs 128 feet and all MDAs 140 feet. DME/DME RNP-0.3 NA. VDP NA when using Dodge City Rgn1 altimeter setting. MISSED APPROACH: V MALSR Climb to 4700 direct WEMDI and hold. Δ å ASOS KANSAS CITY CENTER GARDEN CITY TOWER ★ GND CON UNICOM 118.15 (CTAF) 0 254.4 125.2 269.4 119.0 121.325 122.95 MISSED APCH FIX 5 NM **∧** 3326 WEMD **∧**3184 ± GARDEN CITY **RW35** GCK 4800 to PIRIY 171° (11.6) 2936± (FAF) **TEYOT** 2005 VON 61 of 6005 TOO 65 6-ON 3930± Λ SARW 35 25 Ny (IF/IAF) 4800 PIRIY 4800 NoPT **(** 2740 (IAF) 15.71 ZILCH (IAF) BOONS ELEV 2891 4700 WEMD Ζl 5 NM VGSI and RNAV glidepath not coincident. Holding Pattern PIRIY * LNAV ONLY 4800 TEYOT * 0.9 NM to 7300 X 100 2979 RW35 ۸ RW35 GS 3.00° TCH 59 4700 6.1 NM 4.6 NM 0.9 В CATEGORY D 2941 **TDZE** 250 (300-1/2) LPV DA 3135-1/2 2885 3169-3/4 2919±A 35 LNAV/ 3169-1/2 DA 284 (300-1/2) VNAV 284 (300-3/4) **REIL Rwys 12, 17** 3200-1 and 30 🐧 LNAV MDA 3200-1/2 315 (400-1/2) 315 (400-1) MIRL Rwy 12-30 351° to 3360-11/2 3280-1 3360-1 3460-2 **RW35** CIRCLING HIRL Rwy 17-35 469 (500-1) 389 (400-1) 469 (500-11/2) 569 (600-2)

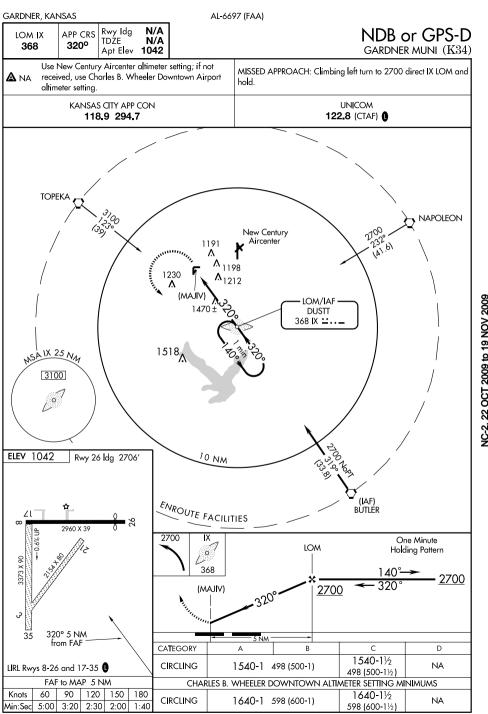


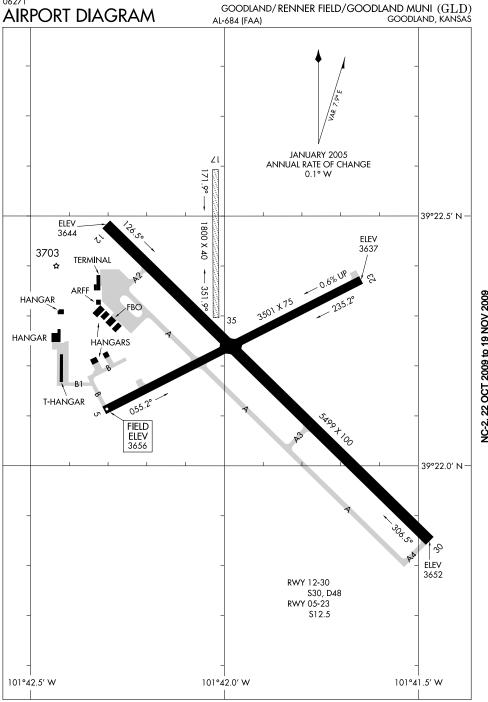


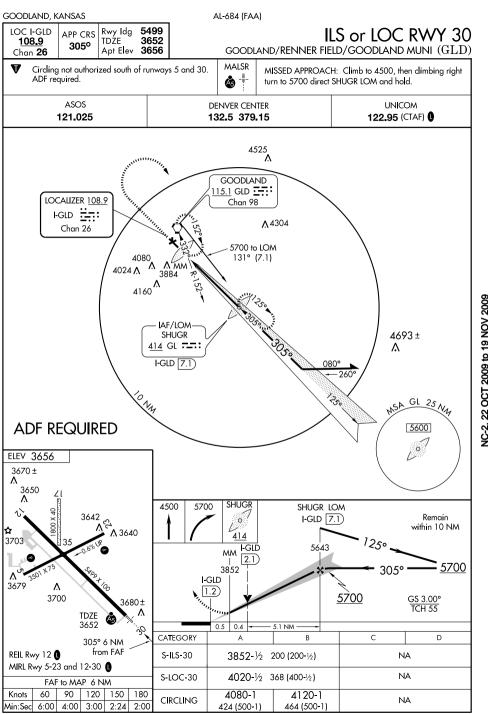


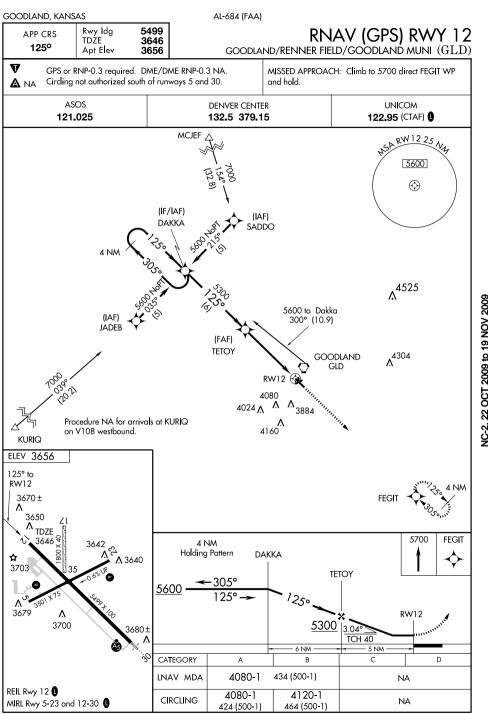






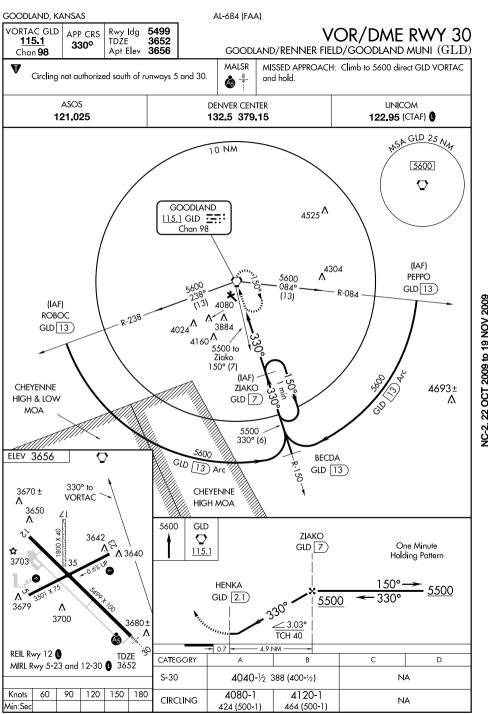


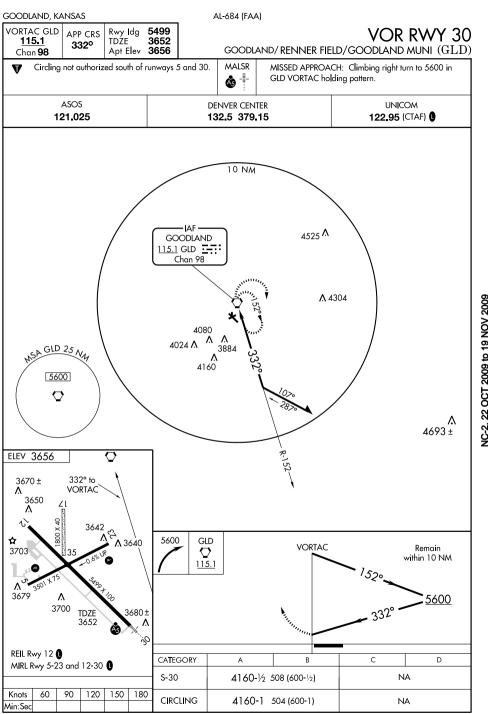


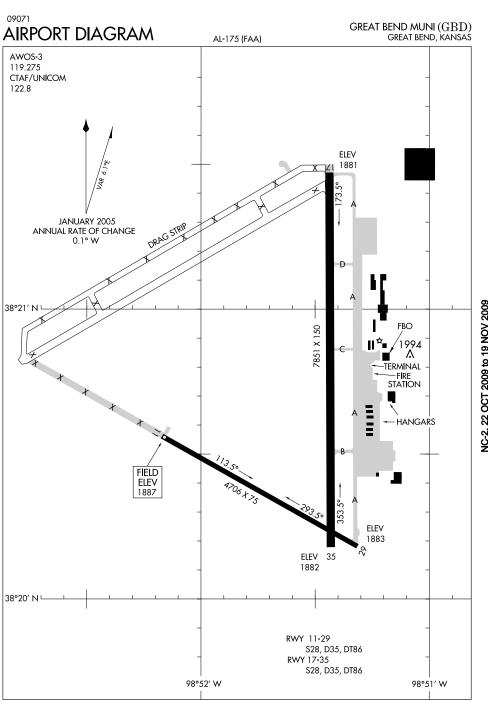


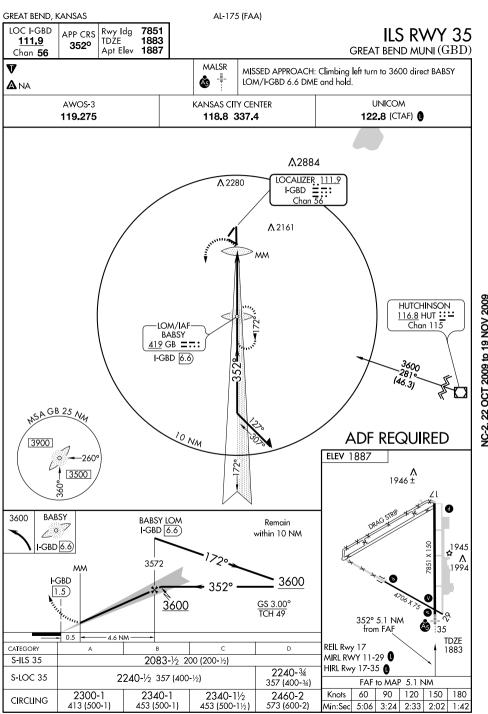
GOODLAND, KANSAS		AL-684 (FAA)							
234° TDŹE 36 Apt Elev 36		RNAV (GPS) RWY 23 GOODLAND/RENNER FIELD/GOODLAND MUNI (GLD)							
GPS or RNP-0.3 required. DM Circling not authorized south o Procedure NA at night.				MISSED APPROACH: Climbing left turn to 5600 direct HEGOR WP and hold.					
ASOS 121.025		DENVER CENTER 132.5 379.15			UNICO 122.95 (0	I			
(IAF) GEREY									
	4080 4024 ^ ^ 416	RW23 A 3884	OMINE		1	000 CT 2000			
ELEV 3656]			6000 A 335° A (54.3)				
3670 ± Λ 3650 ∠ι	234° to RW23			re NA for arrival at southeastbound.	/46 ¹	93± DFFE			
3703 35 35	3642 \$\hat{\lambda} \times \times 3640 \$\hat{\lambda} \times \times 3640 \$\hat{\lambda} \times \times 10ZE	5600 HEG	GOR >	DUMANE	HEGOR Hold	4 NM ding Pattern			
A ³⁵ 350 ¹ A 3679 A 3700	3654 3654 3680±	T. T. T. T. T. T. T. T. T. T. T. T. T. T	1.2 NM to RW23	PUMKE 23A 3.04° 5300 H 41	° − 234	5600			
	6 7 1 1 3 3 3 3		1.2 - 3.8 NA	В	C	D			
REIL Rwy 12 () MIRL Rwy 5-23 and 12	2-30 🚺	LNAV MDA CIRCLING	4060-1 4080-1 424 (500-1)	406 (500-1) 4120-1 464 (500-1)	N.				

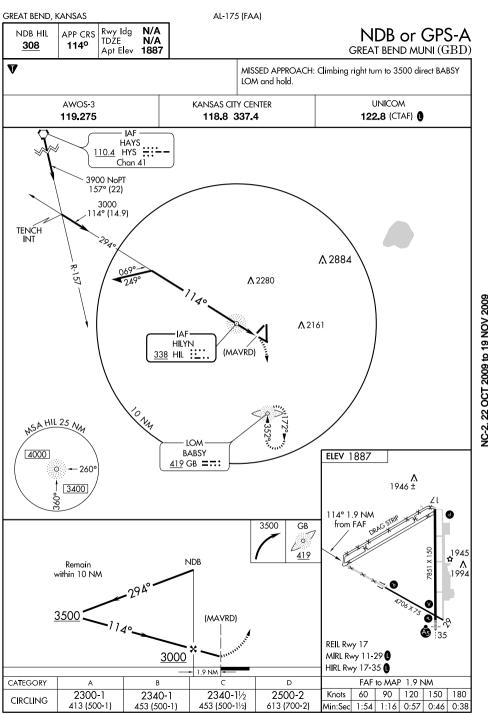
GOODLAND, KANSAS		AL-684 (FAA)							
TDŽE 36		5499 3652 3656	KINAV (GPS) KVV I SU						
GPS or	g not authorized south RNP-0.3 required. [VNAV NA below -22	OME/DMÉ RNP-0		_ //IIJJLL	APPROACH: Climb to 5600 WP and hold.	direct			
ASOS 121.025			DENVER CENTE 132.5 379.1		UNICOM 122.95 (CTAF) (
4 NM Co.	DAKKA ••••••••••••••••••••••••••••••••••	COOPILA	4525	5 A	#SA RW30 25 5600	- Ann			
	408 4024 A 4 or arrival at KURIQ or V132 southeastbound	NW30	5700 to 130° ((FAF) GENEC		(IAF) WOMIK \$\frac{\delta_{000}}{2850} \\ \delta_{36.5} \\ \delta_{50.5}	ORION			
KURIQ ELEV 3656	7000 — 086° — (31.8)		(IAF) SION	(IF/IAF) OF FEGIT	4693 ± V	ORION (
3670 ± Λ 3650 ∠1 Λ √ 3703	3642 15	<u> </u>	*1 NM to RW30	GENEC 3	4 NM Holding Patt 125°→ 305°	ern - <u>5700</u>			
Λ ^σ ₃₅₀ , κ ¹⁵ 3679 Λ	1800 t 100	* LNAV only.	1 NM - 5.21		GS Tr	S 3.00° CH 55			
3700 3680± TDZE 3652		I			С	D			
		GLS PA DA LNAV/ VNAV DA	3940-1/	ź 288 (300-½)	NA NA				
	305° to	LNAV MDA	4020-1/2	368 (400-½)	NA				
REIL Rwy 12 🌘	RW30		4080-1	4120-1					
MIRL Rwy 5-23 an	nd 12-30 🗓	CIRCLING	424 (500 1)	464 (500 1)	NA	I			

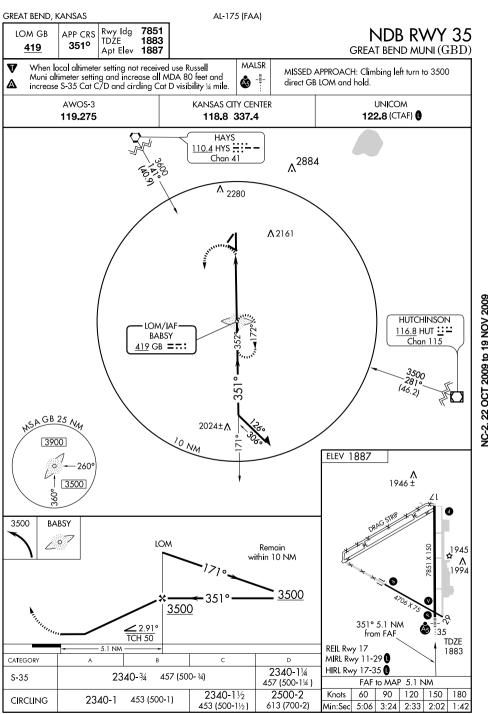


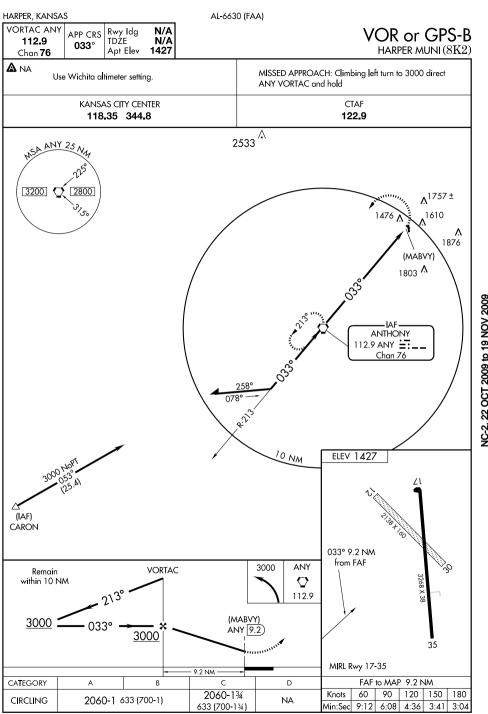


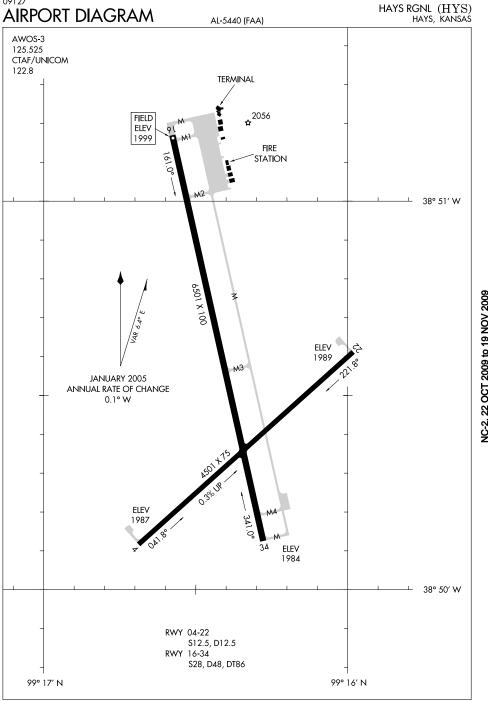


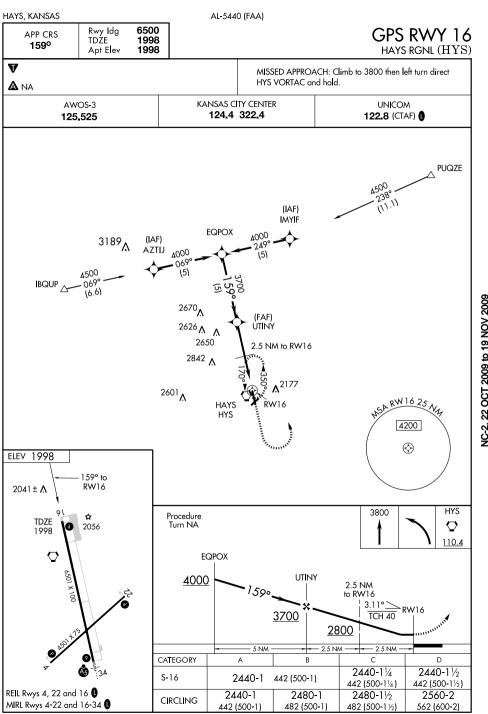


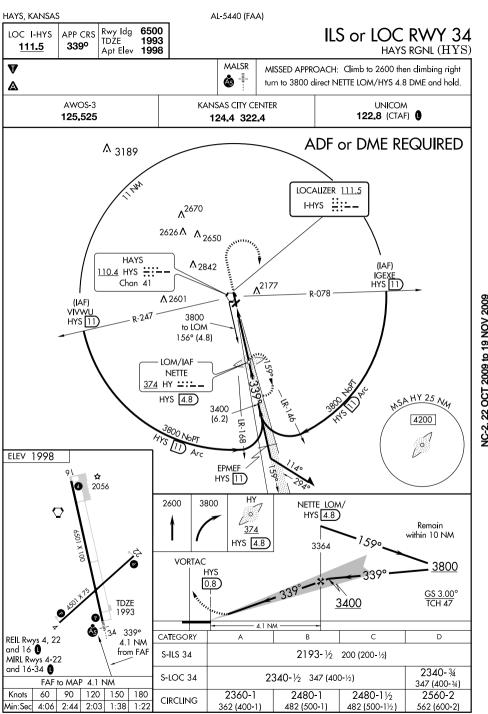


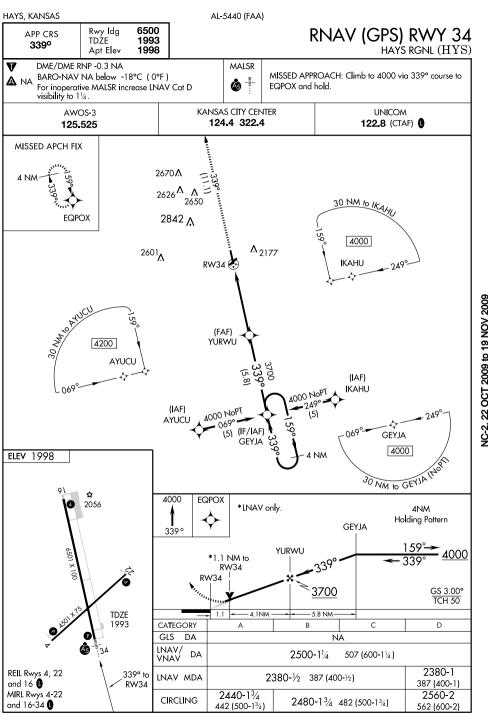


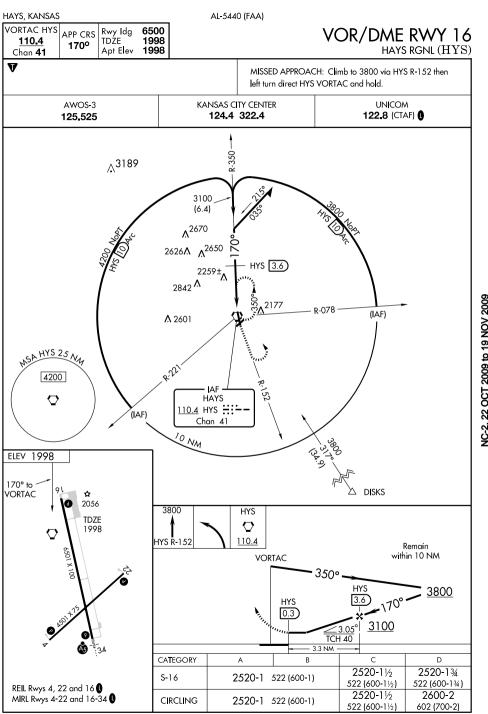


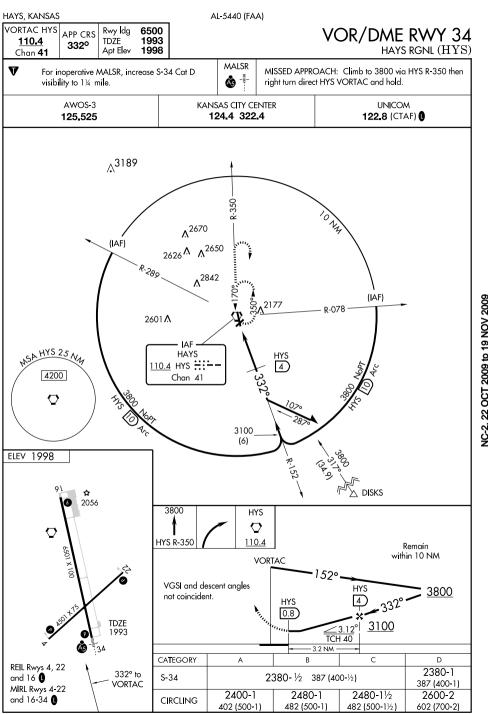


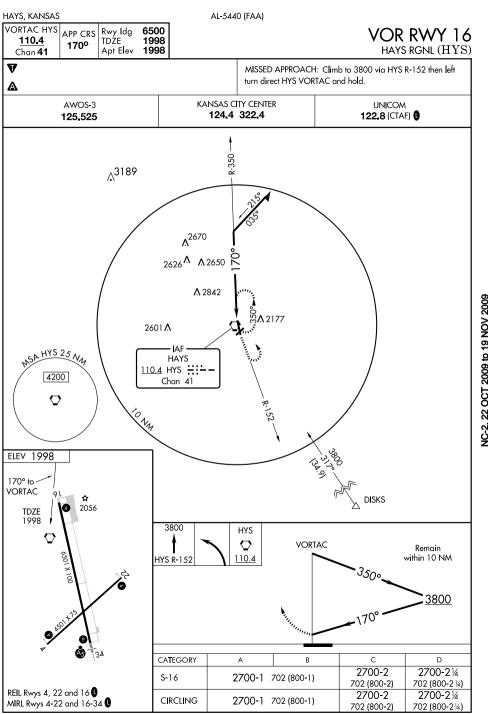


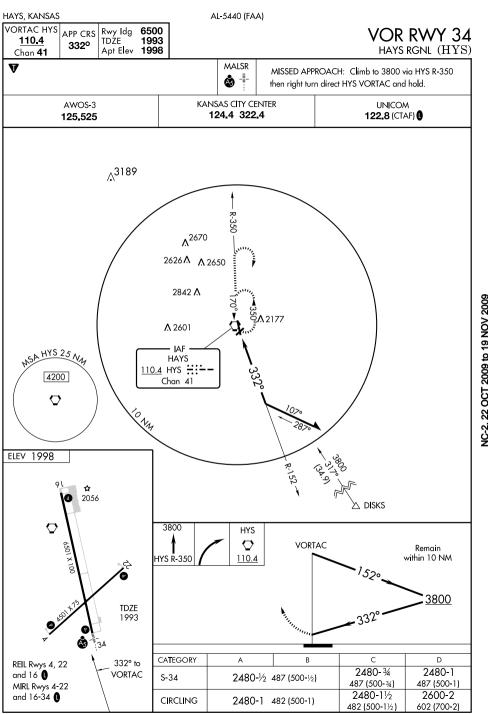






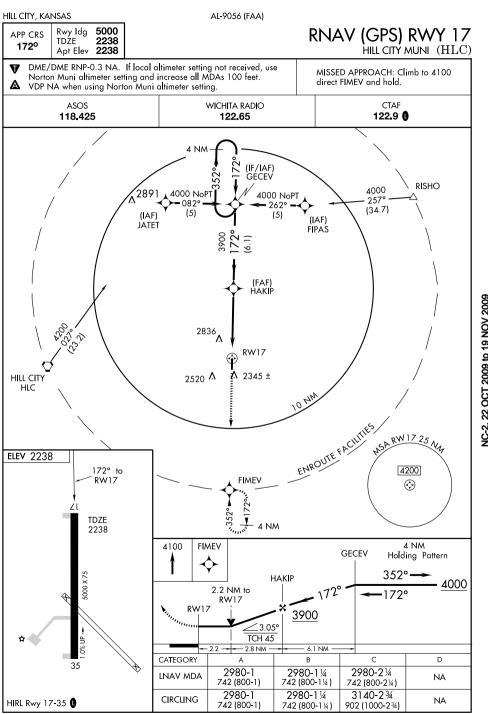


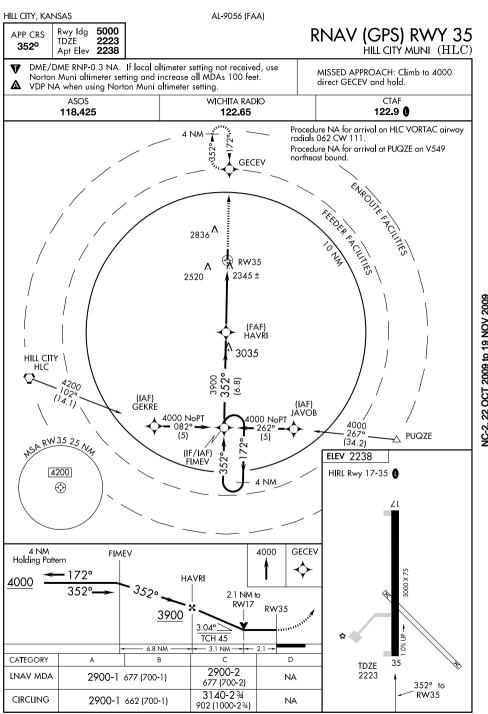


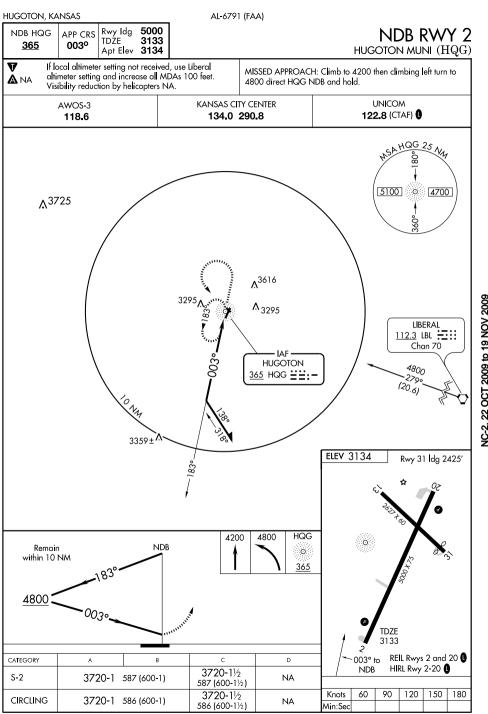


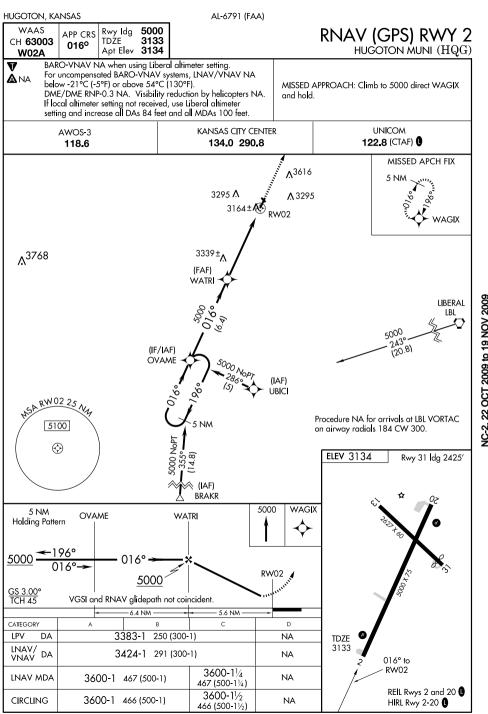
HERINGTON, KANSAS AL-539 (FAA) Rwy Ida 4184 NDB HRU NDB or GPS RWY 17 APP CRS TDŹE 1480 407 184° HERINGTON RGNL (HRU) Apt Elev 1480 Use Manhattan altimeter setting; when not available use Salina MISSED APPROACH: Climb to 3100 then left turn direct altimeter setting and increase all MDAs 60 feet. HRU NDB and hold. A NA CTAF UNICOM KANSAS CITY CENTER 122.9 127.35 257.975 122.8 Δ1929 KAKEL (CAGVE) NC-2, 22 OCT 2009 to 19 NOV 2009 IAF · **HERINGTON** 407 HRU :::: 1808 SA HRU 25 M 2900 ELEV 1480 _184° to HRU NDB 3100 HRU 0 Remain within 10 NM 407 NDB TDZE 1480 Ζl 0040 4184 X 75 (CAGVE) 3100 4 NM -CATEGORY Α MIRL Rwy 17-35 2100-13/4 2100-2 **S-17** 2100-1 620 (700-1) 620 (700-134) 620 (700-2) 180 2240-21/2 Knots 60 90 120 150 2100-13/4 CIRCLING 2100-1 620 (700-1) 620 (700-13/4) 760 (800-21/2) Min:Sec

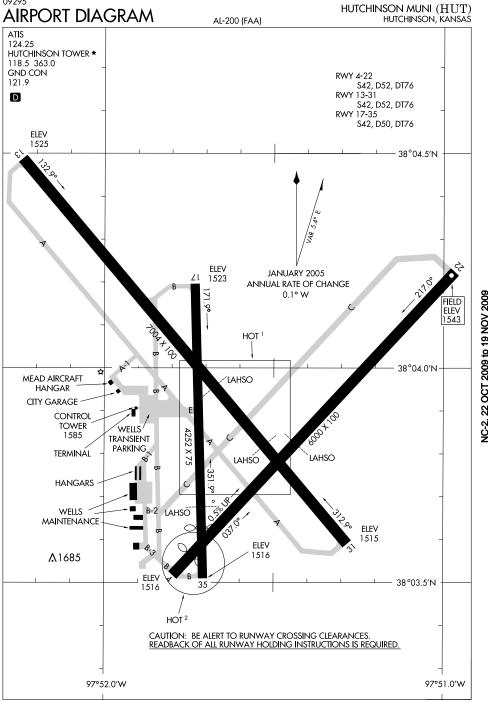
HERINGTON, I	KANSAS			_	AL-539	(FAA)							
NDB HRU <u>407</u>	APP CRS 342º	Rwy Idg TDZE Apt Elev	1480				١	NDB (or (GTON	5 R\ u rgi	VV (Н	35 (RU)
Use Manhattar altimeter settin					use Salina		SED APPROAC J NDB and hold		to 310	0 then	right tu	ırn dire	ct
KANSAS CITY CENTER 127.35 257.975					UNICOM 122.8			CTAF 122.9 0					
MSA HRU 290			HERING 407 HRI	GTON	3100	1.162° 1.1.2 × 342° 1.10	CAHEF)	∆ WII ELEV 1			Δ19	229	
3100	HRU 6 6 407		N	DB	1620		emain n 10 NM	TDZE 1480		4184 x 75 \			20
CATEGORY S-35	2300 820 (90	D-1 00-1)	2300- 820 (900	1¼)-1¼)	(CAHEF) -33 NM - - - - - - - - - - - -	₂) 8	2300-2¾ 20 (900-2¾)	342° to HRU NI	35	, N		y 17-3	
CIRCLING	2300 820 (90		2300- 820 (900		2300-2½ 820 (900-2½		2300-2¾ 20 (900-2¾)	Knots Min:Sec	ου	90	120	150	180

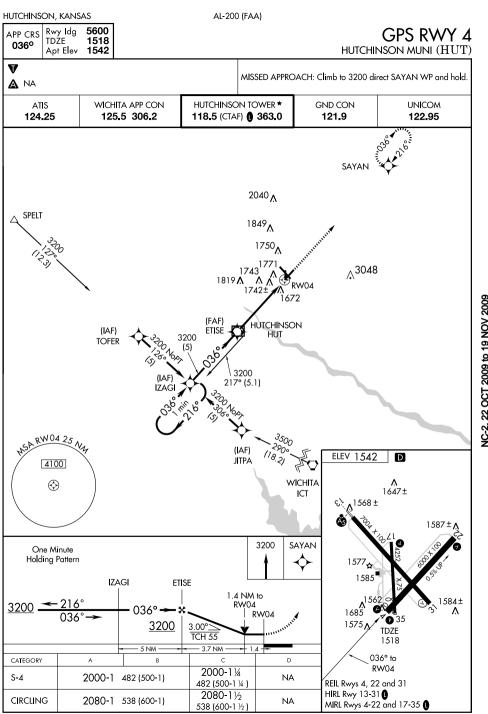


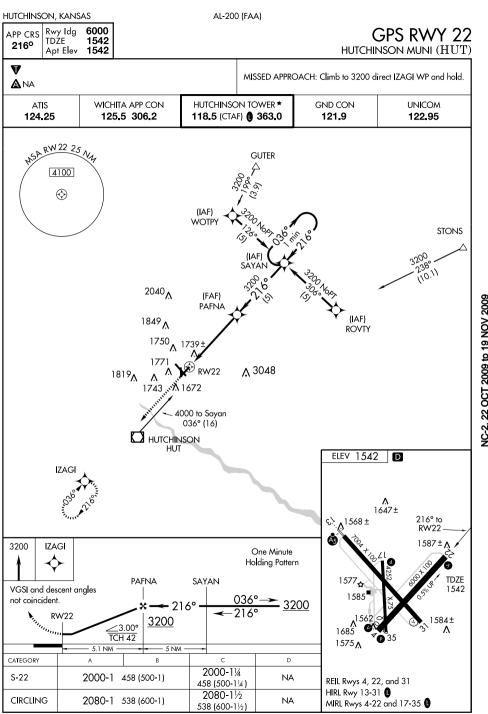


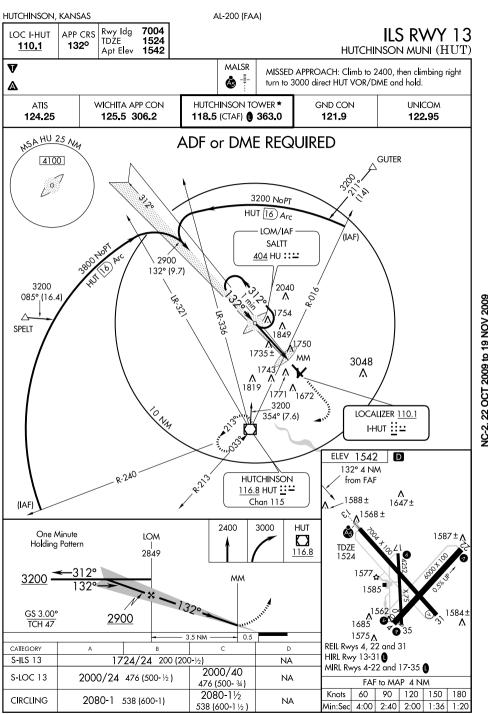


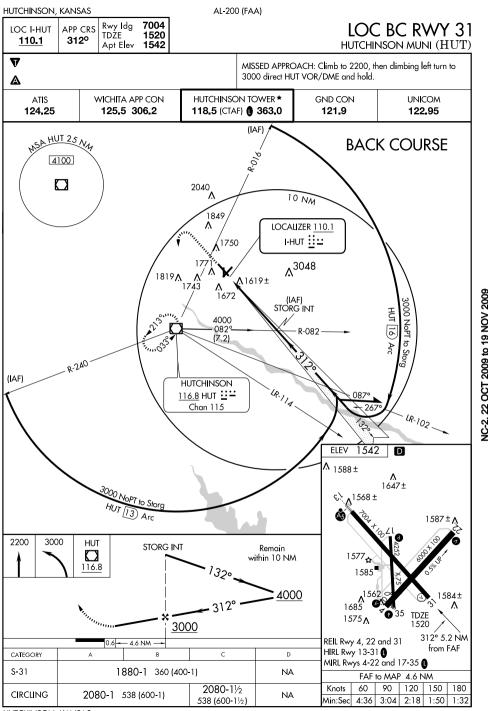


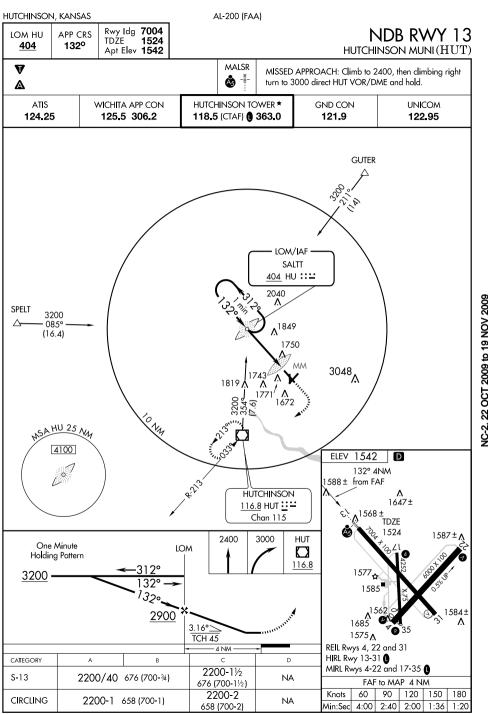








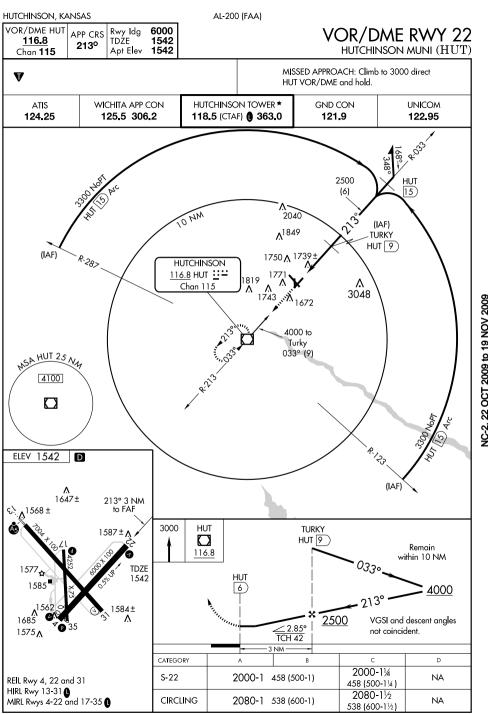


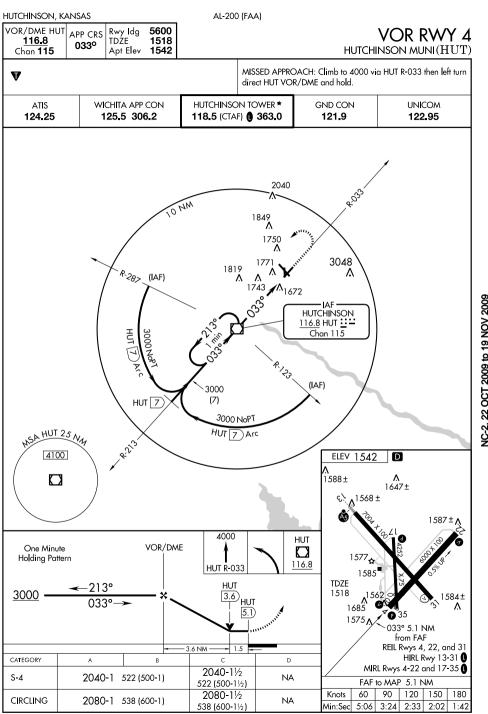


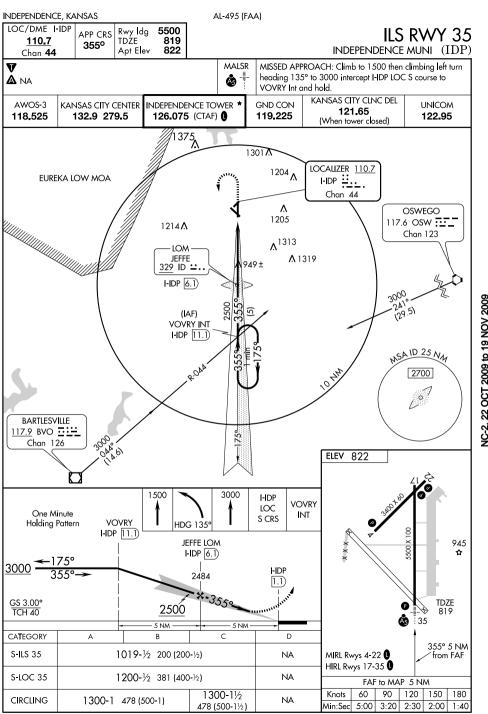
NC-2 22 OCT 2009 to 19 NOV 2009

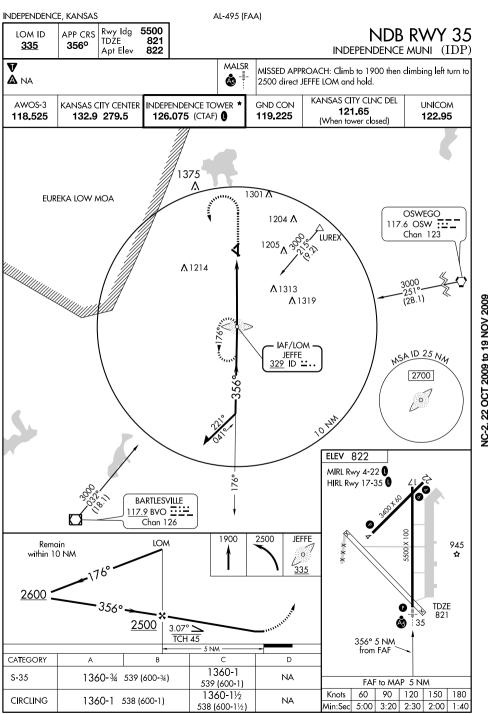
HUTCHINSON, KANSAS AL-200 (FAA) Rwy Idg 7004 RNAV (GPS) RWY 31 APP CRS TDŹE 1520 3120 HUTCHINSON MUNI (HUT) Apt Elev 1543 DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Newton altimeter setting and increase all V MISSED APPROACH: Climb to 3200 direct ZENOS and hold. A MDA 80 feet and increase LNAV and circling Cat C visibility 1/4 mile. **HUTCHINSON TOWER** ★ GND CON ATIS WICHITA APP CON UNICOM 125.5 306.2 118.5 (CTAF) @ 363.0 121.9 122.95 124.25 ZENOS Λ₂₀₄₀ Λ₁₈₄₉ Procedure NA for arrivals at WAIVE via V532 northbound and for arrivals at HUT VOR/DME Λ₁₇₅₀ WAIVE on airway radials 123° CW 144°. ^3048 ^ **∧**1639± 1819**^ ^. /.** RW31 222 (69) 1672 **HUTCHINSON** (FAF) STORG HUT (IAF) IFTUW NSA RW31 25 Ny 3500 1060 222 4100 11211 6, \Diamond 4 NM JAYUK 1543 ELEV **IMAKE** 1647± ۍ^کرړ 1568 ± 3200 **ZENOS** 4 NM Holding Pattern **JAYUK STORG** 1*577*☆ 1585 **RW31** 1584± 3200 1685 **a** 35 TDZE 1575 A 1520 23.00° TCH 42 5.2 NM 6 NM 312° to CATEGORY D RW31 1960-11/4 LNAV MDA 1960-1 440 (500-1) NA REIL Rwys 4, 22 and 31 440 (500-11/4) HIRL Rwy 13-31 2080-1½ CIRCLING 2080-1 537 (600-1) NA MIRL Rwys 4-22 and 17-35 537 (600-1½)

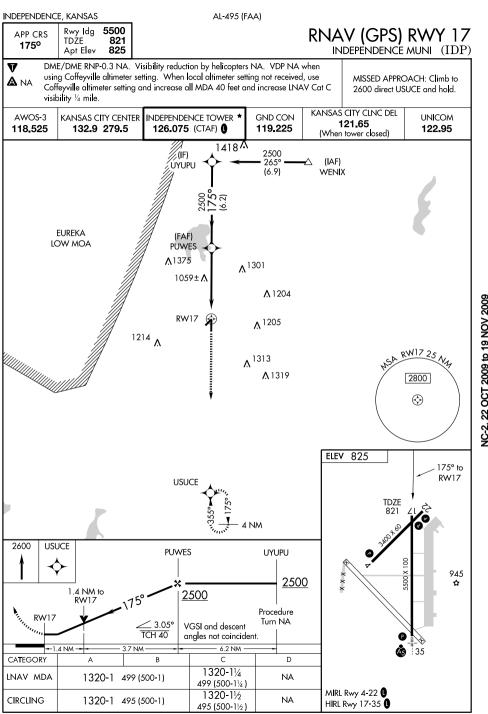
UC-2 22 OCT 2009 to 19 NOV 2009

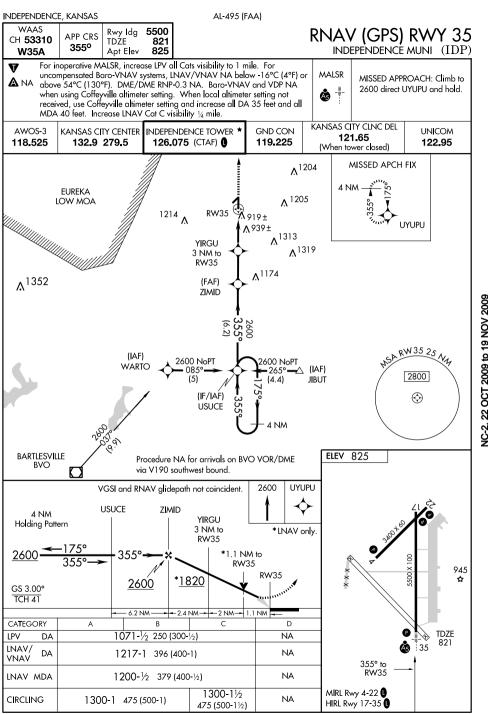


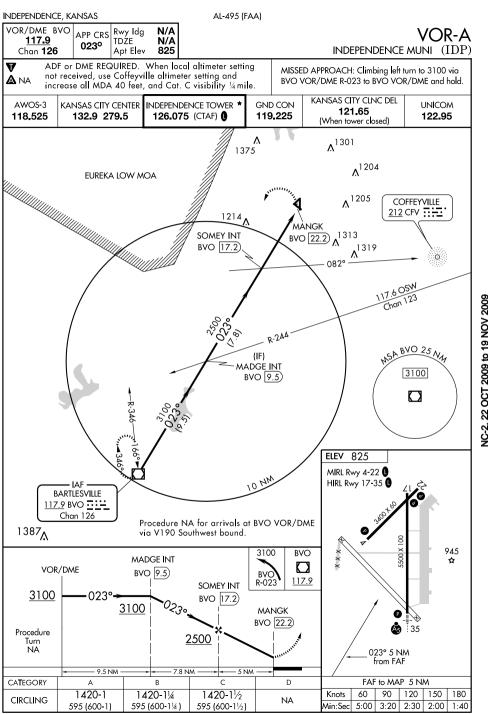


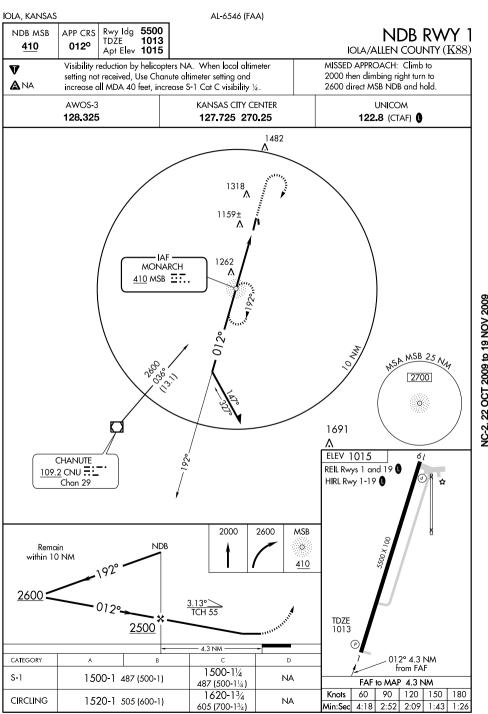


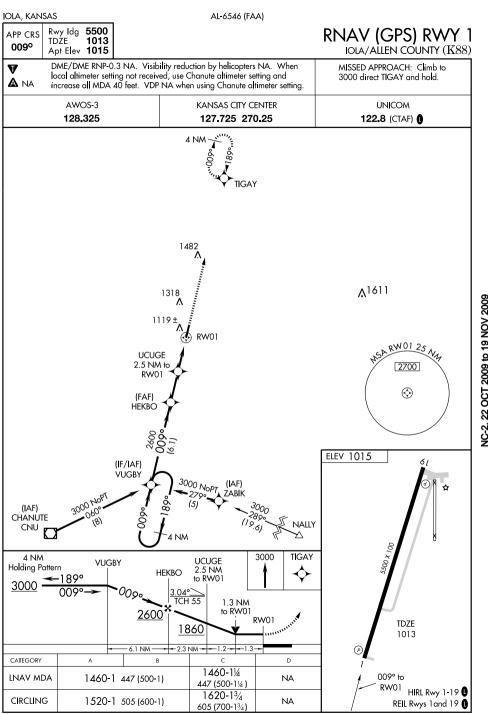


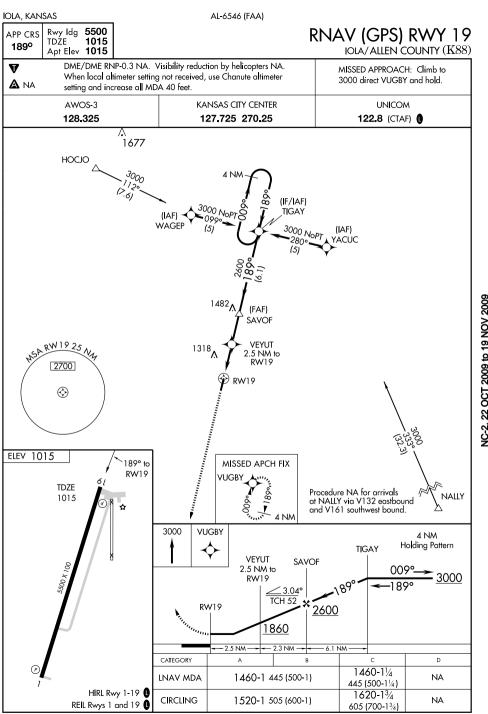


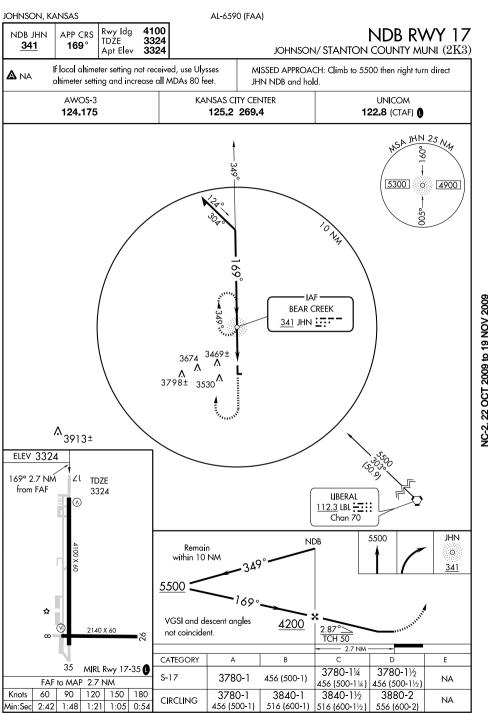


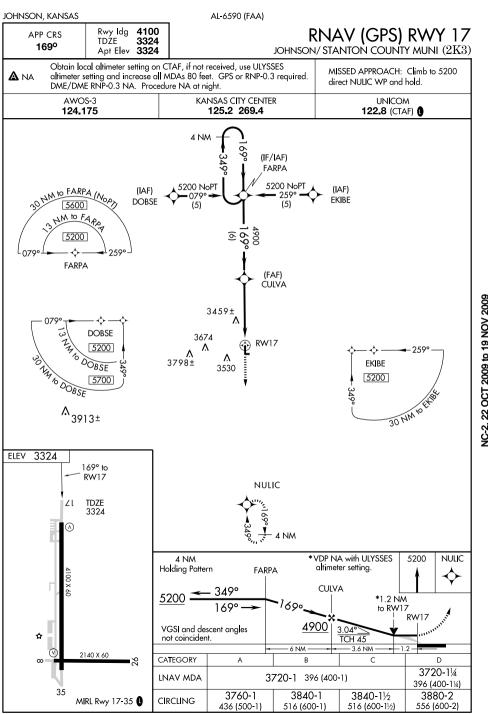


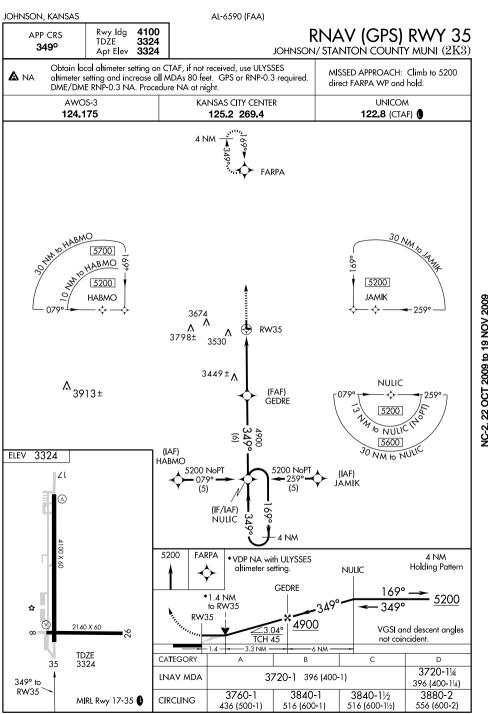


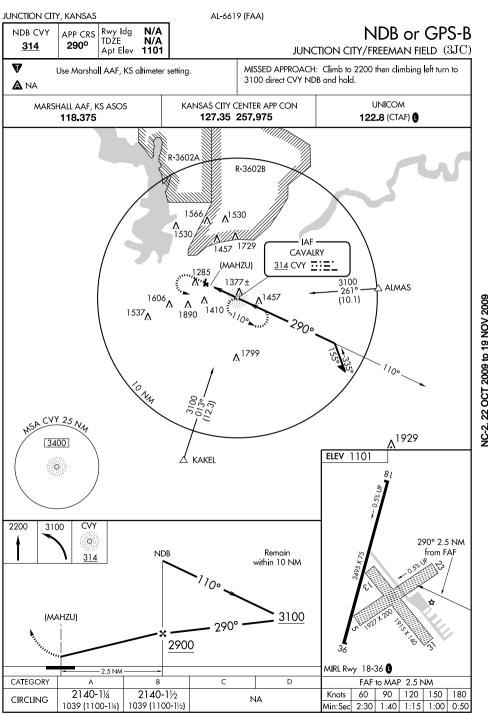


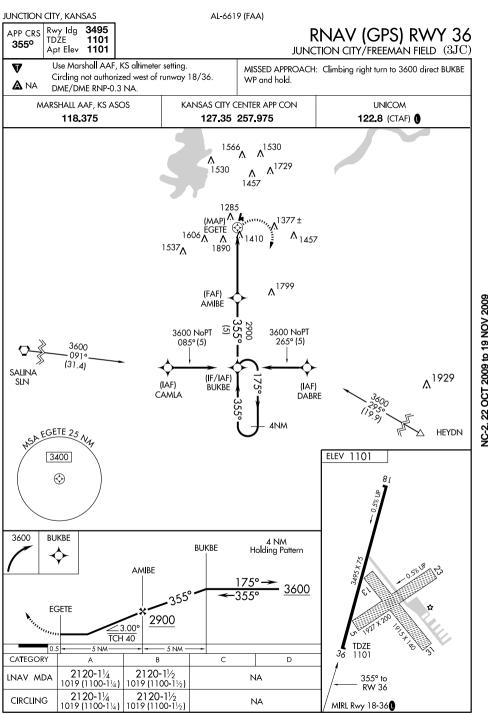


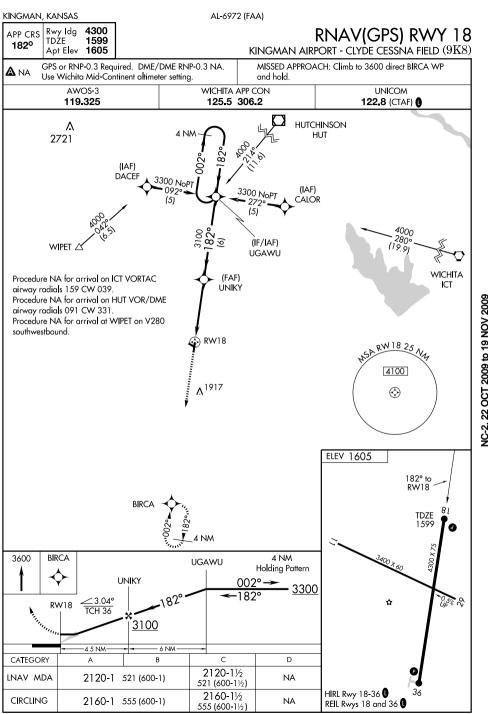


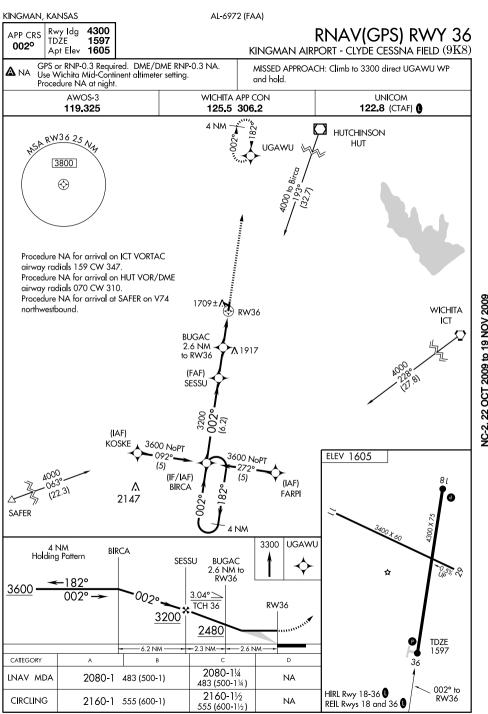




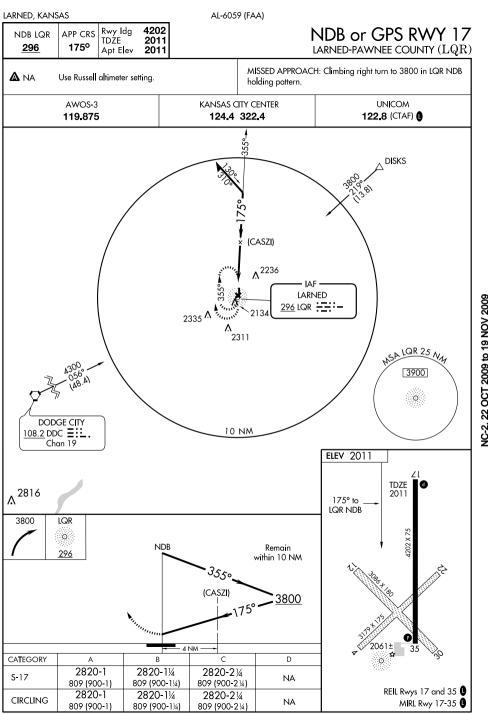


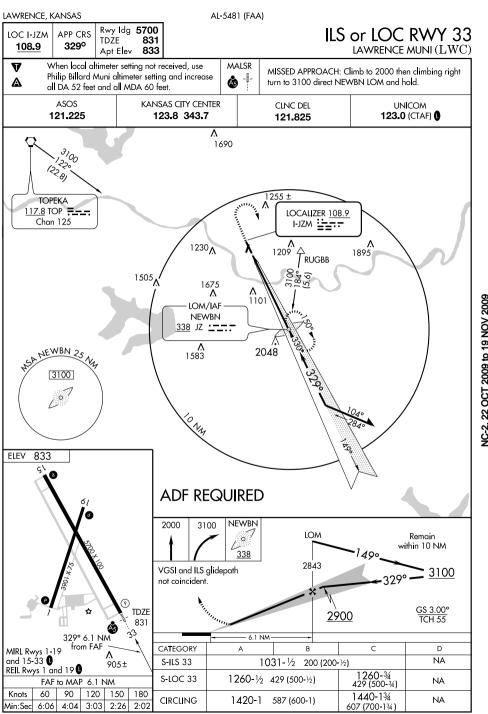


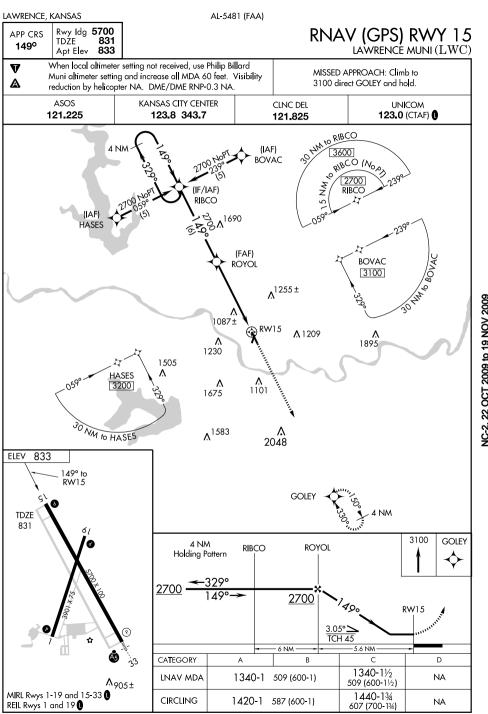


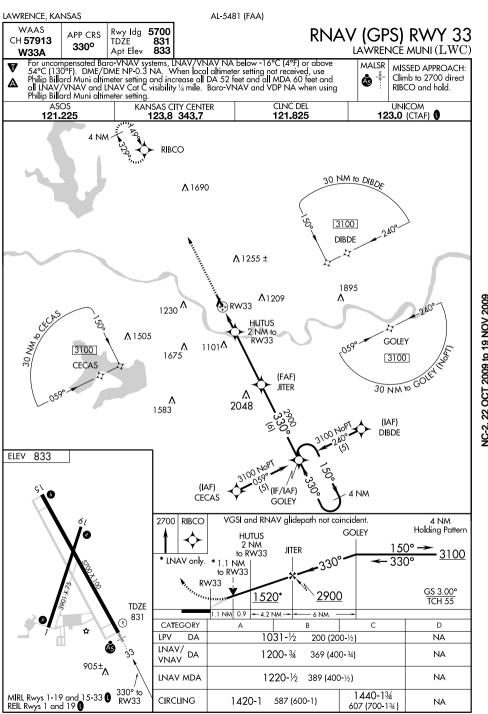


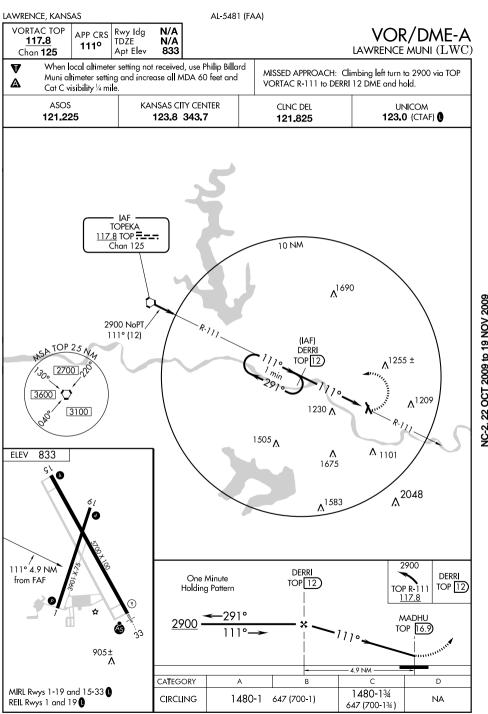
KINGMAN, KANSAS AL-6972 (FAA) VOR/DME HUT Rwy Ida 4300 VOR/DME RWY 18 APP CRS 116.8 TDŹE 1599 196° KINGMAN AIRPORT - CLYDE CESSNA FIELD (9K8)Apt Elev 1605 Chan 115 Use Wichita Mid-Continent altimeter setting. MISSED APPROACH: Climb to 2500 then climbing left turn A NA to 3300 via HUT R-196 to NACHE/16 DME and hold. AWOS-3 WICHITA APP CON UNICOM 125.5 306.2 122.8 (CTAF) (119.325 Λ 2086± IAF -HUTCHINSON 116.8 HUT ::: (IAF) **KILLÉ** Chan 115 10 NM HUT [10] R-257 (IAF) WÜKOL HUT [10] **PICOR** 3300 HUT (10) NC-2 22 OCT 2009 to 19 NOV 2009 HUT 10 Arc SA HUT 25 MA NACHE 4100 HUT [16) **ELEV 1605** 196° 5.3 NM from FAF 81 R-196 TDZE 1599 3300 2500 **NACHE** NACHE **HUT** [16] **PICOR** HUT HUT (10) HUT [16] R-196 HUT 3300 196° 21.3 3300 Procedure 2.96° Turn NA TCH 36 5.3 NM -6 NM -CATEGORY C D HIRL Rwy 18-36 🗓 REIL Rwys 18 and 36 🛭 2320-1 2320-11/4 2320-2 S-18 NA 721 (800-1) 721 (800-11/4) 721 (800-2) Knots 60 90 120 150 180 2320-1 2320-11/4 2320-2 CIRCLING NA 715 (800-2) 715 (800-1) 715 (800-11/4) Min:Sec

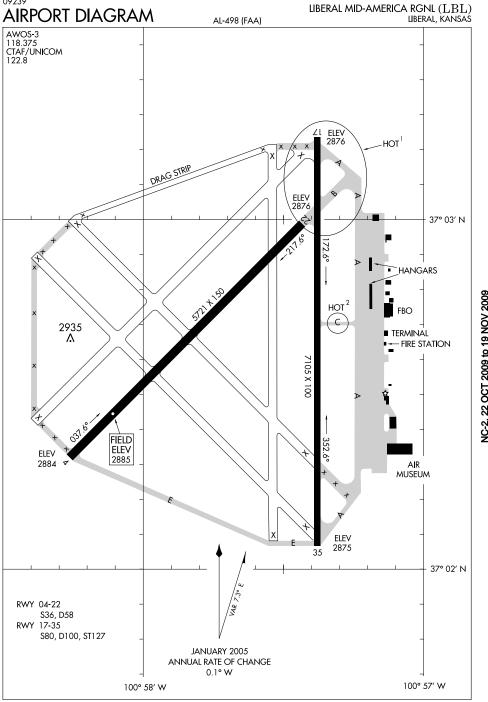


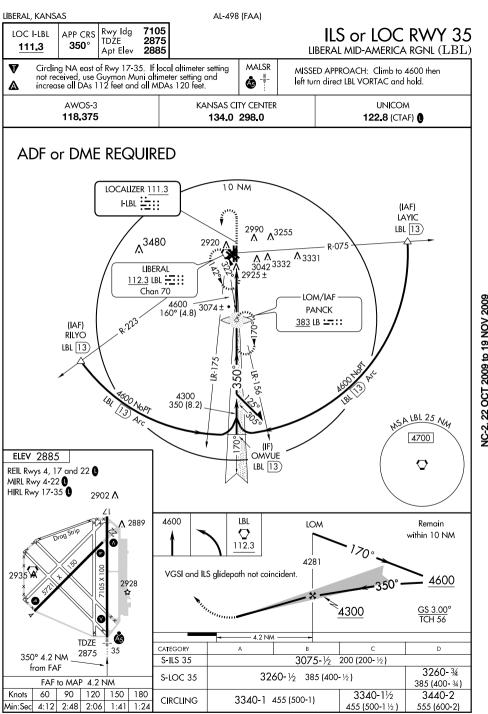




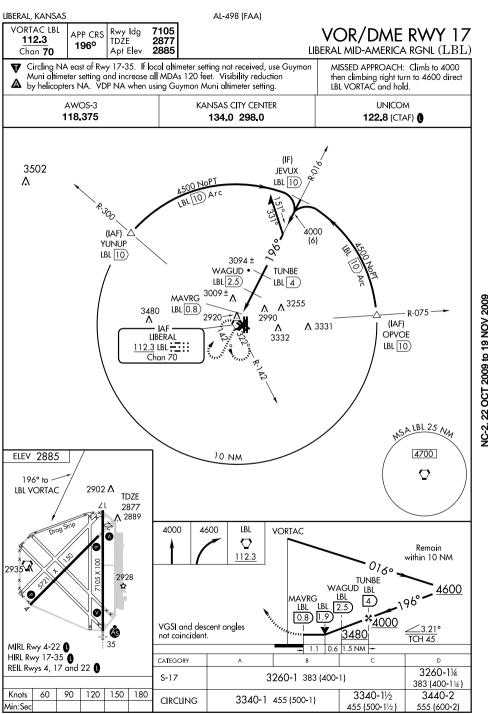


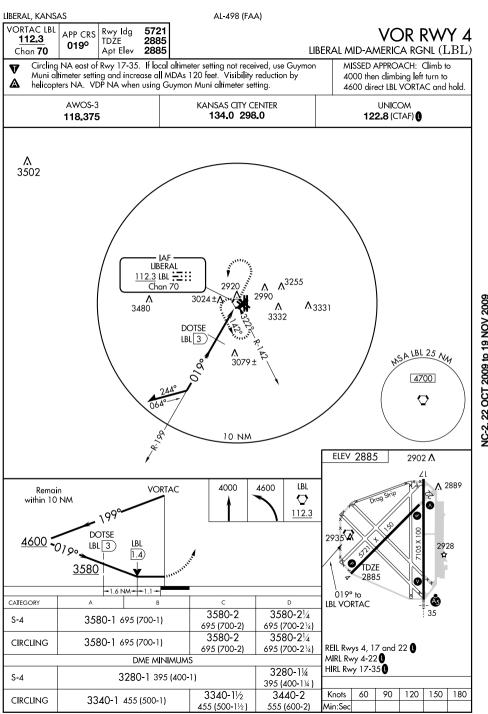


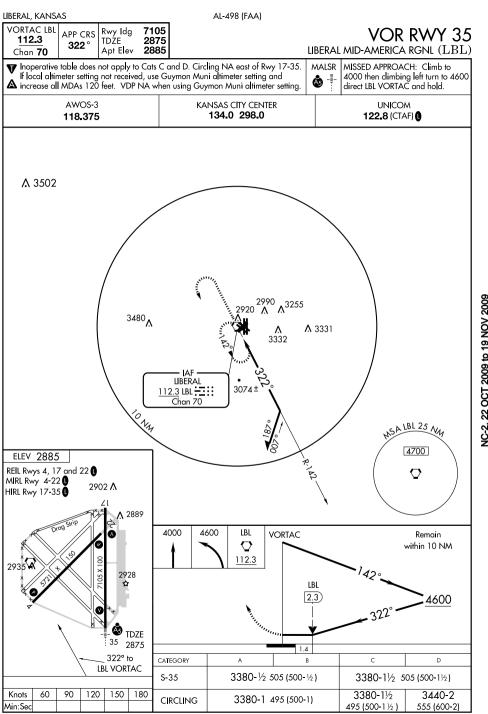


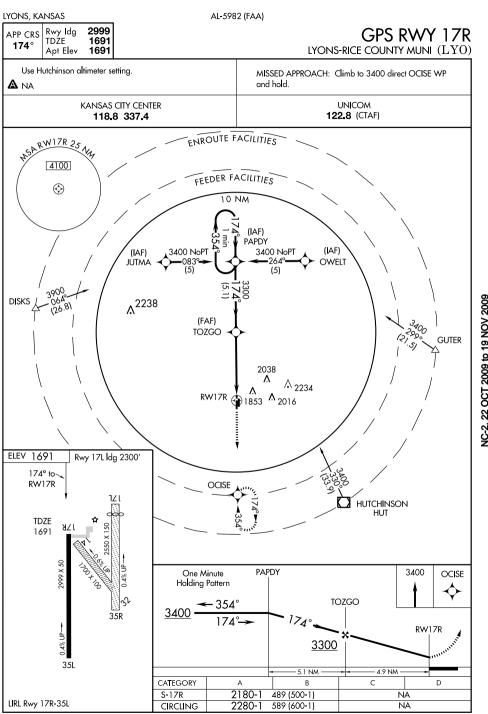


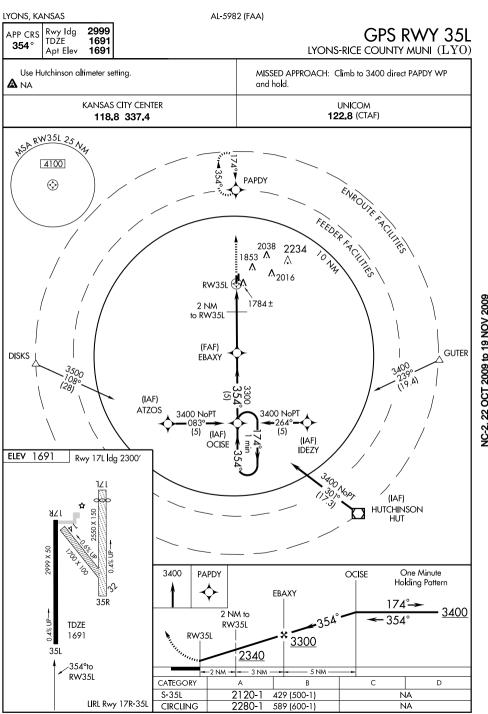
LIBERAL, KANSAS AL-498 (FAA) RNAV (GPS) RWY 35 WAAS 7105 Rwy Idg APP CRS CH 63005 TDŹE 2875 350° Apt Elev LIBERAL MID-AMERICA RGNL (LBL)2885 W35A The local altimeter setting not received, use Guymon Muni altimeter setting and increase all DAs 112 feet and all MDAs 120 feet. VDP and BARO-VNAV NA MALSR A when using Guymon Muni altimeter setting. For uncompensated BARO-VNAV MISSED APPROACH: Climb to systems, LNAV/VNAV NA below -20°C (-4°F) or above 42°C (107°F). 4600 direct ZAVFK and hold Å) DME/DME RNP-0.3 NA. Circling NA east of Rwy 17-35. For inoperative MALSR increase LNAV Cat D visibility to 11/4. AWOS-3 KANSAS CITY CENTER UNICOM 134.0 298.0 122.8 (CTAF) 1 118.375 MISSED APCH FIX 5 NM -30 NAY TO REAL 2990 3255 A **ZAVEK** 2920 ۸³⁴⁸⁰ 3331 **Λ** 3332 4500 IRIME 2989± ^ RW35 30 three WEVTA 260 $3004 \pm \Lambda$ VFKKU 4900 2.8 NM to UC-2 22 OCT 2009 to 19 NOV 2009 RW35 (FAF) CIVAD 4500 080 260° WEVTA OMVUE 080 4500 350° (7.8) 8 NM to OH 30 NM to OMVUE INDE (IAF) 4500 NoPT 4500 NoPT IRIME 080° 260° (5) (IF/IAF) **ELEV 2885** OMVUÉ 5 NM 2902 Λ 5 NM 4600 ZAVEK VGSI and RNAV glidepath OMVUE Holding Pattern Ζl not coincident. **∧** 2889 1*7*0° VEKKU 4500 2.8 NM to *LNAV only **RW35** *1.1 NM to **RW35** 7105 X 100 RW35 2935 1 4400 GS 3.00° 2928 3820* TCH 56 1.7 NM ---1.8 NM 7.8 NM CATEGORY R D LPV DA 3137-½ 262 (300-1/2) LNAV/ DA TDZE 3290-1 415 (500-1) 35 2875 VNAV 3260-1 3260-1/2 385 (400-1/2) LNAV MDA 350° to 385 (400-1) REIL Rwys 4, 17 and 22 1 RW35 MIRL Rwy 4-22 🕕 3340-11/2 3440-2 3340-1 455 (500-1) CIRCLING HIRL Rwy 17-35 455 (500-11/2) 555 (600-2)

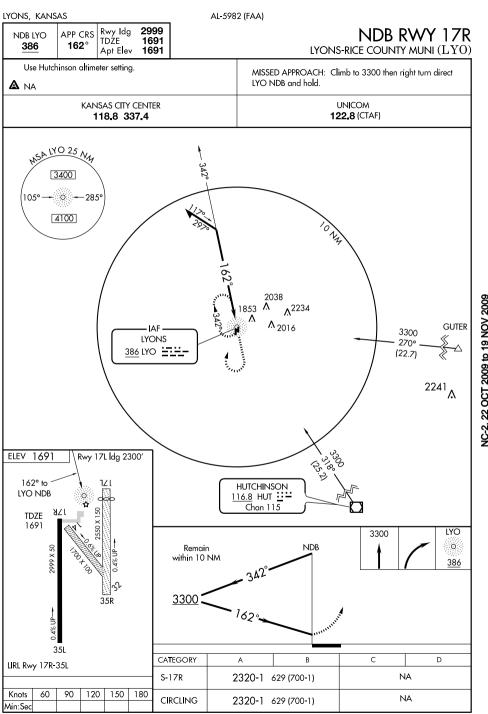


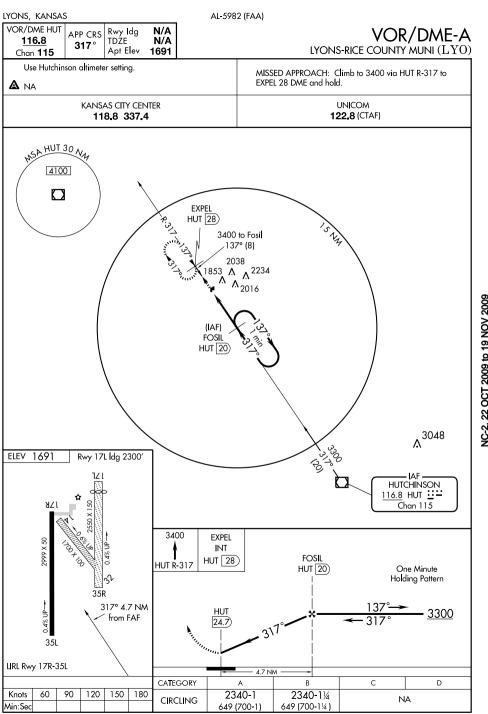


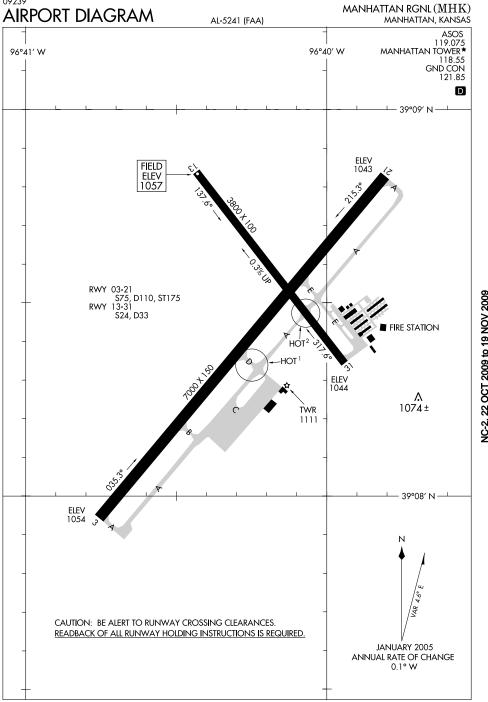


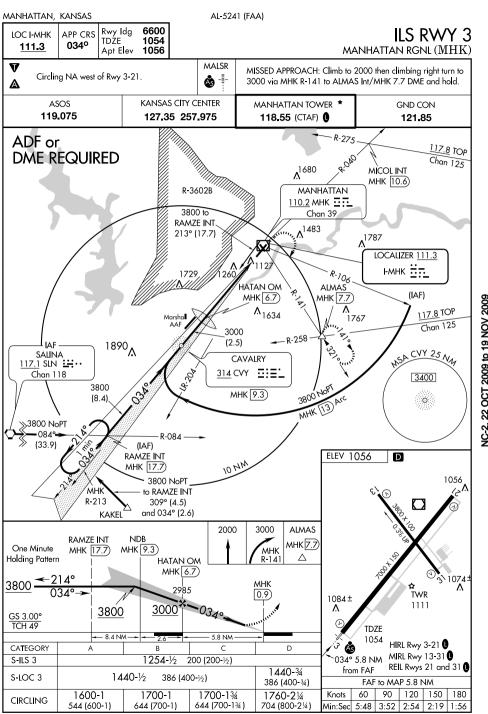


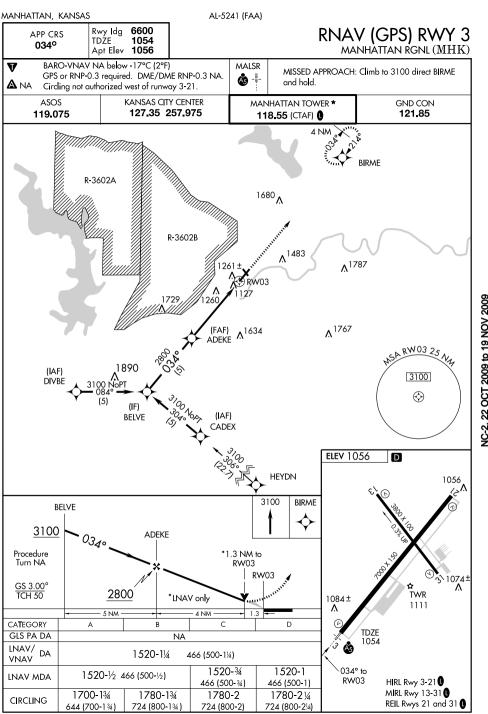


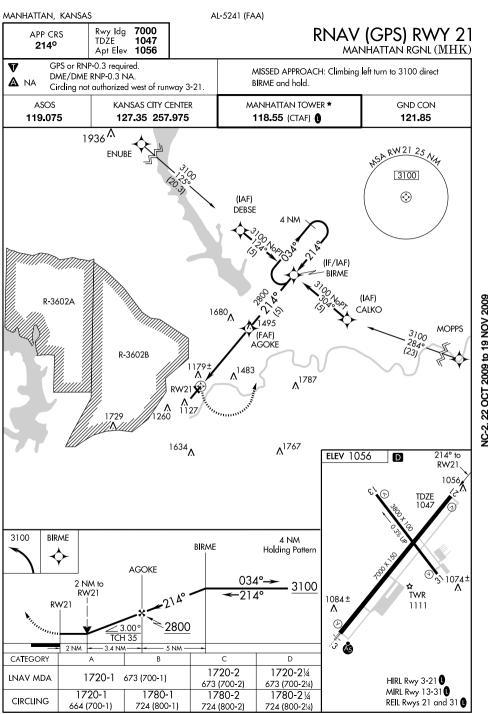


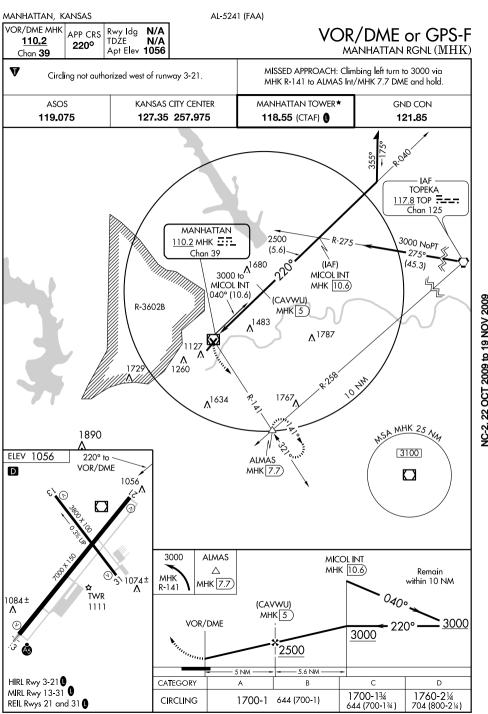


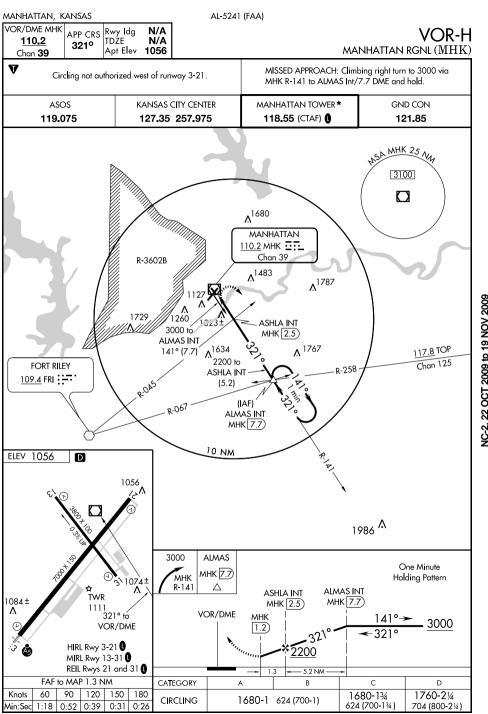


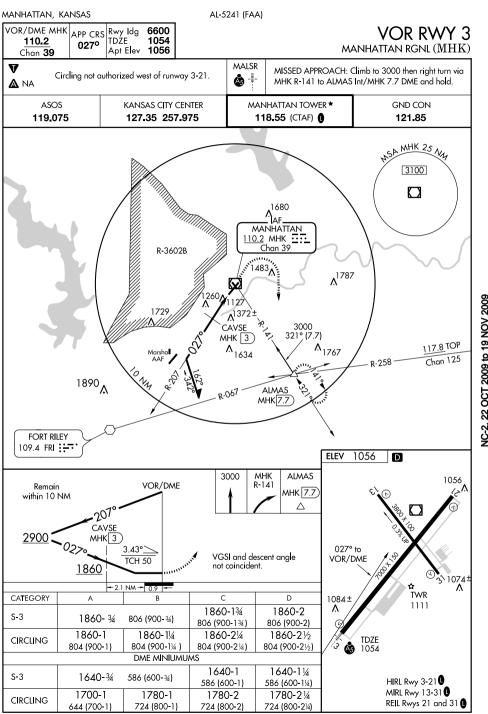


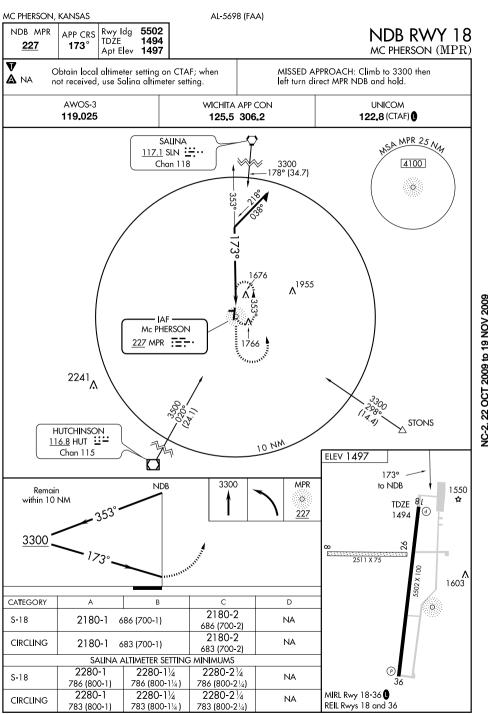


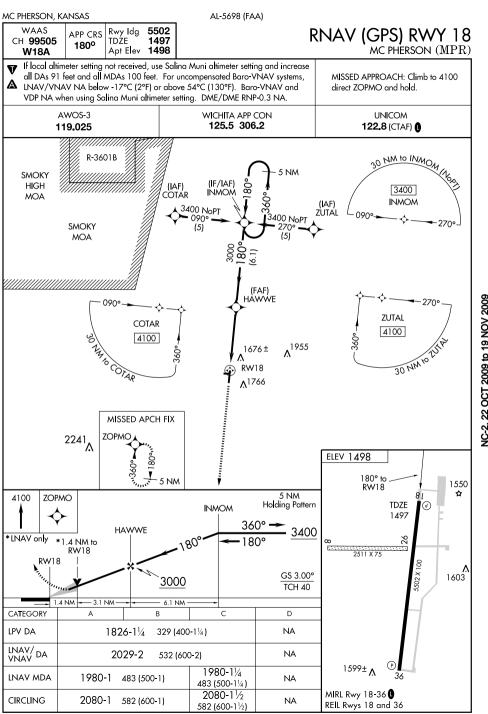


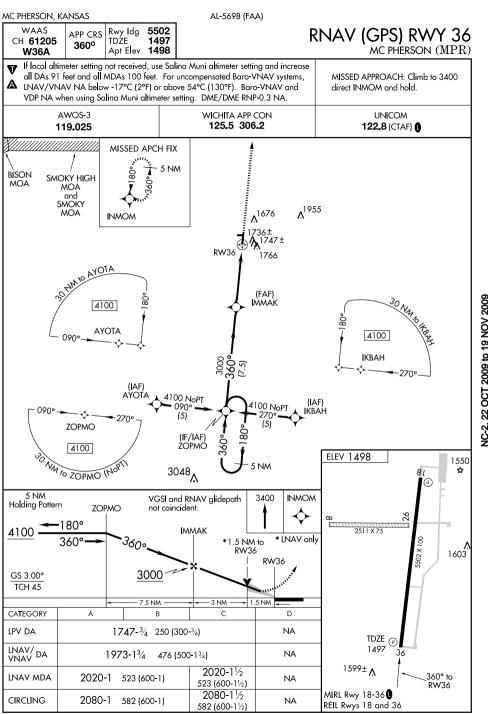


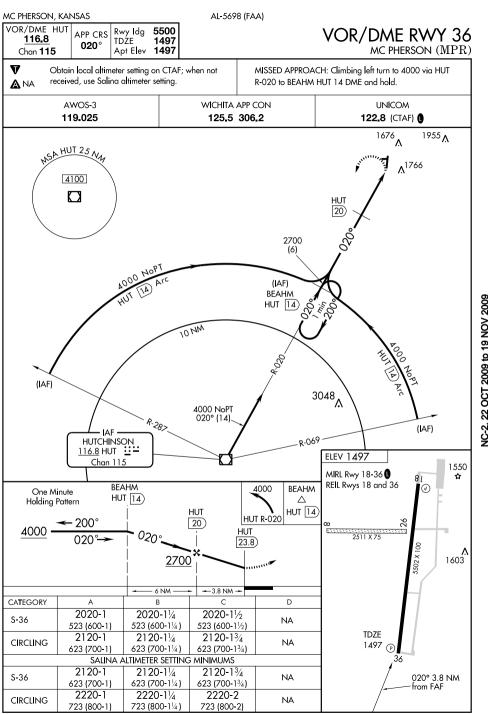


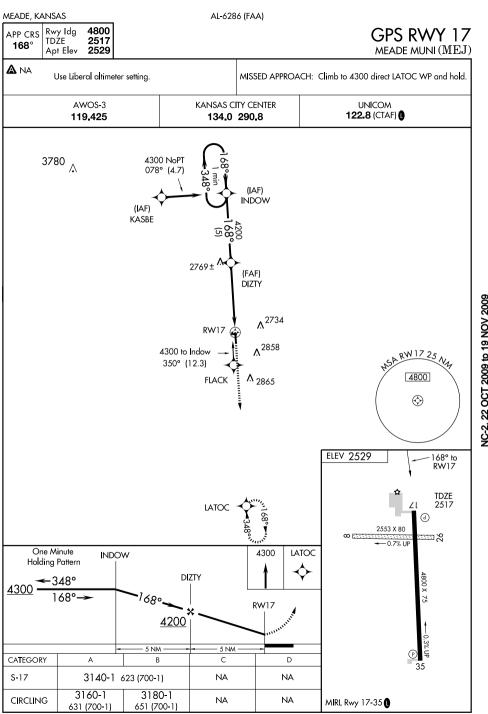


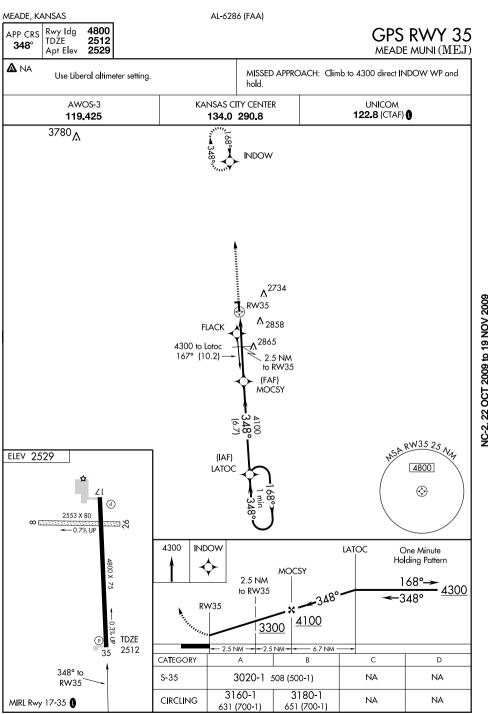


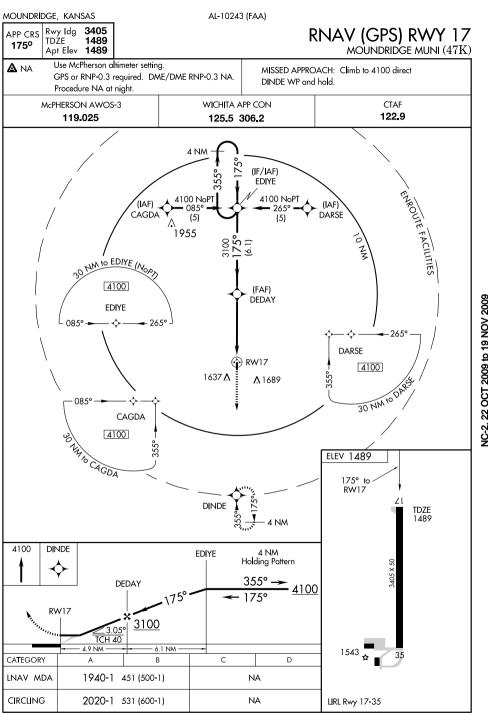


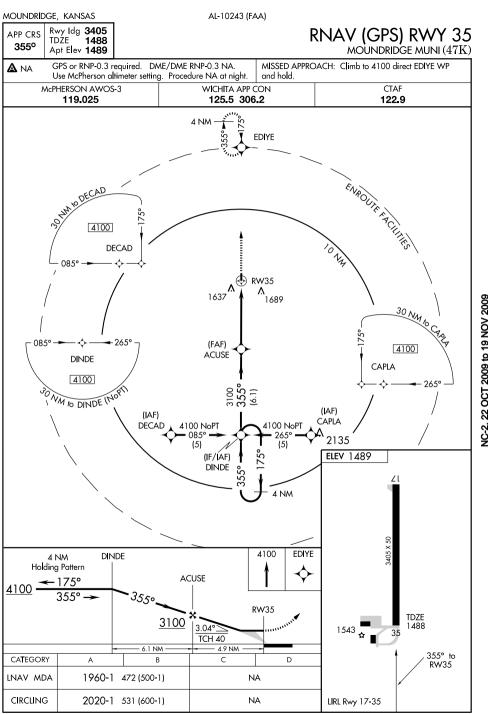


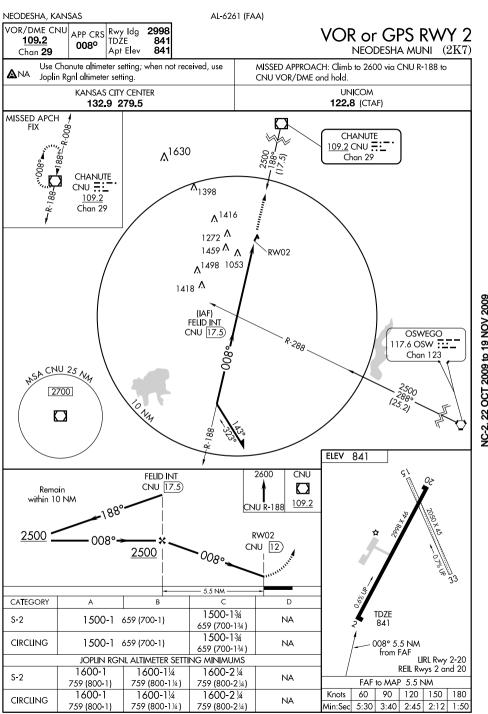


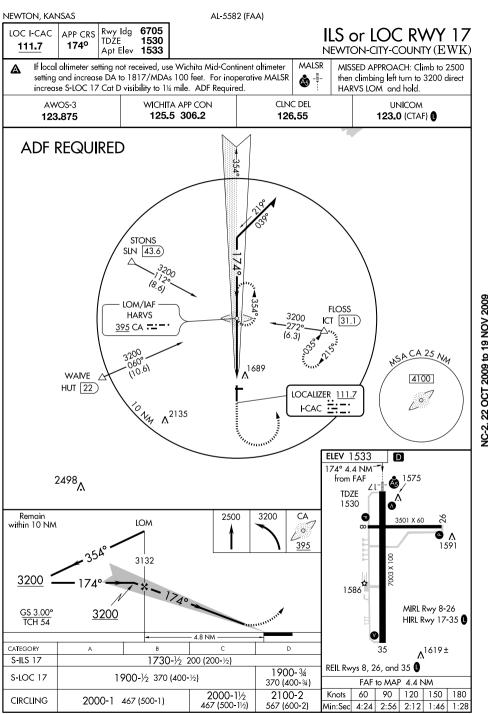


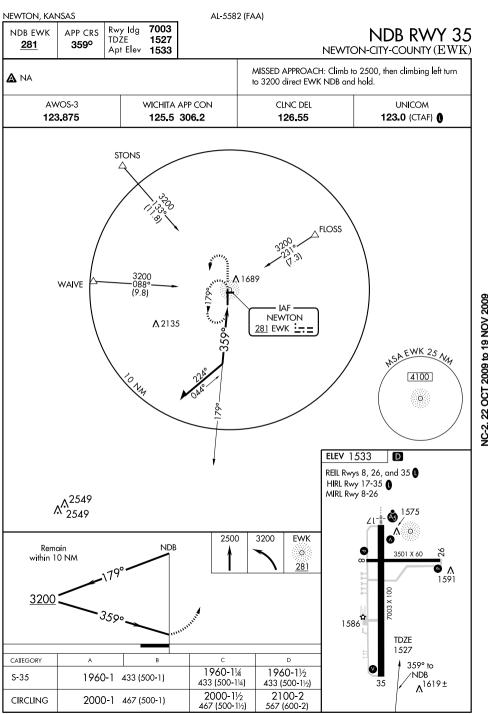


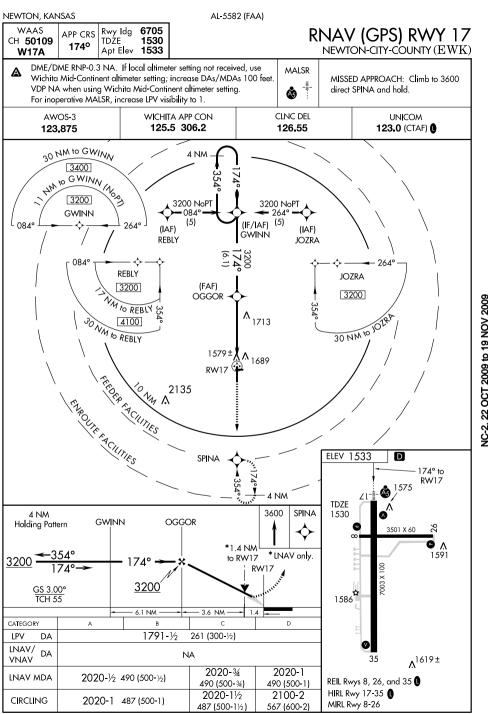


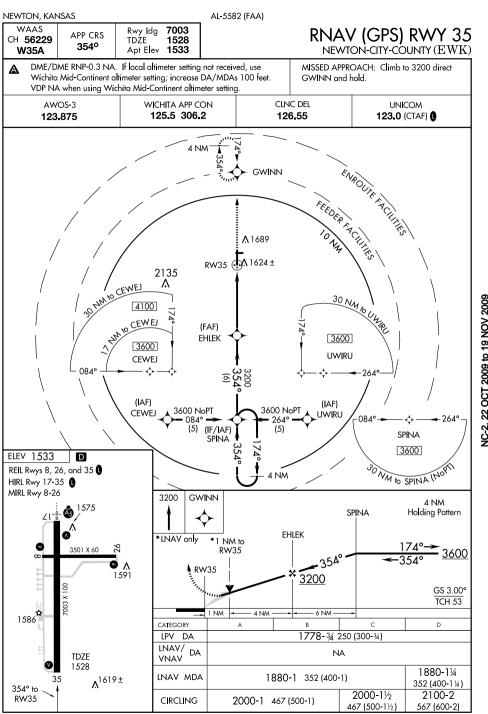


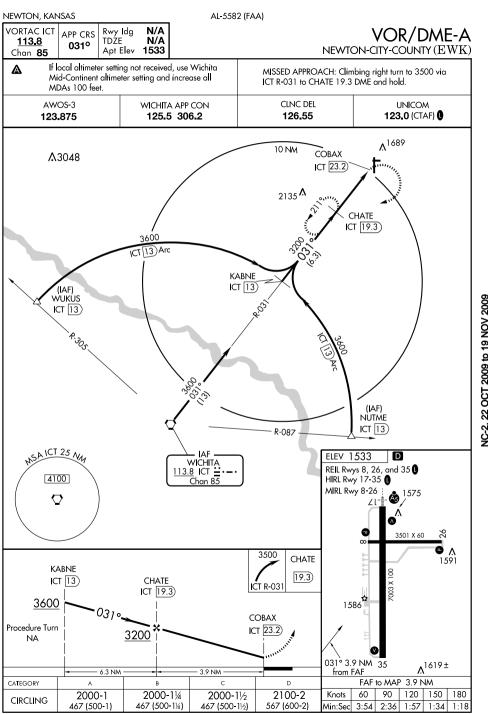


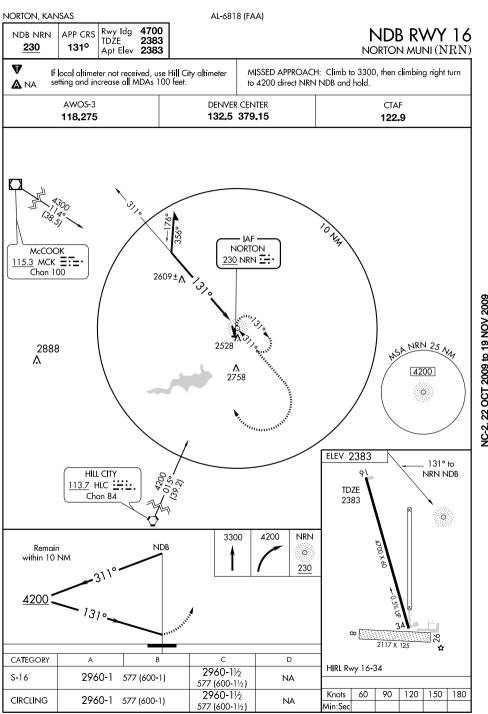


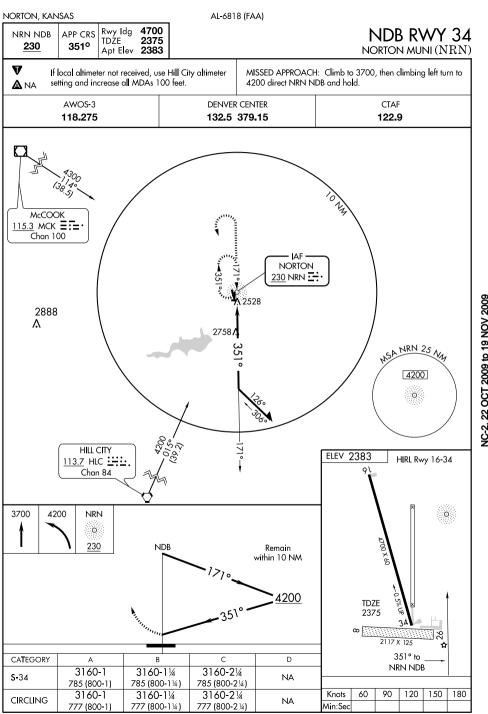


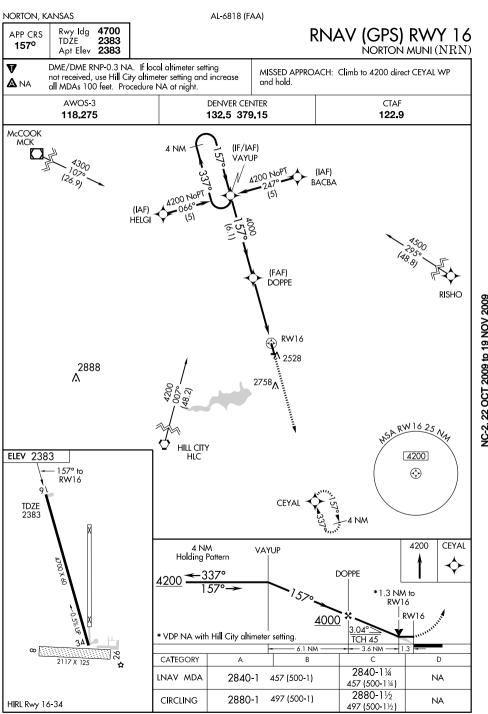


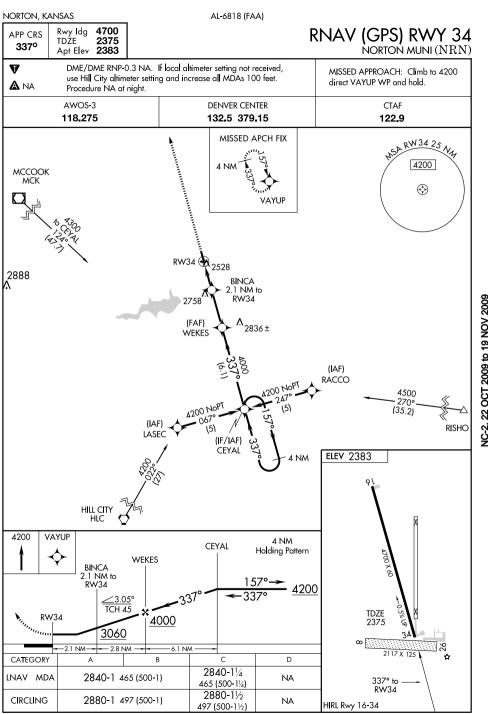


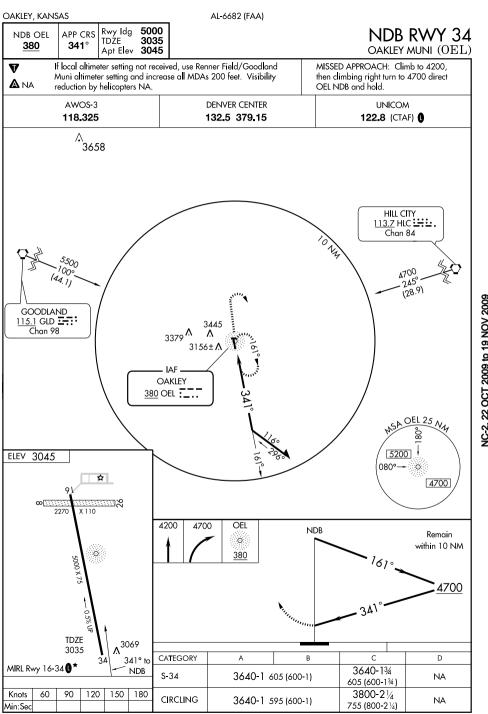






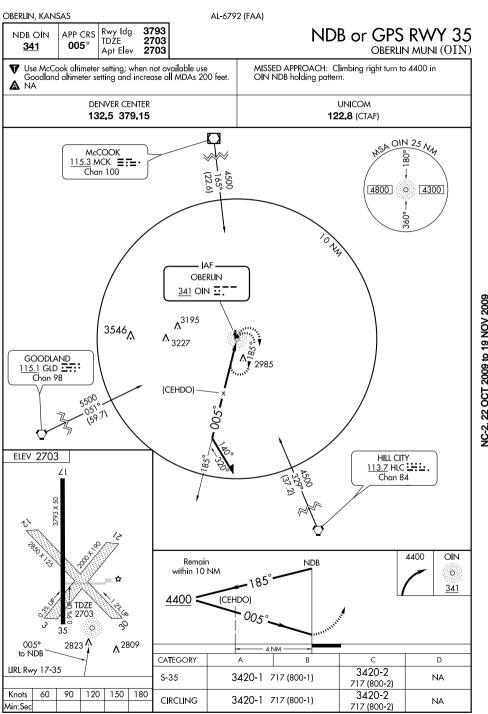


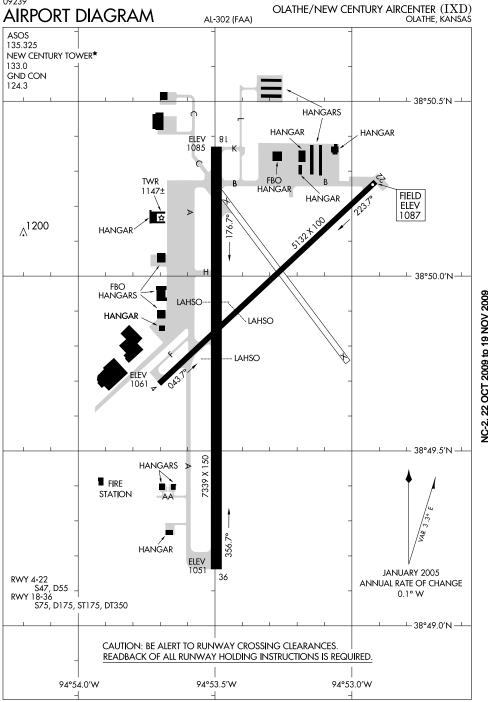


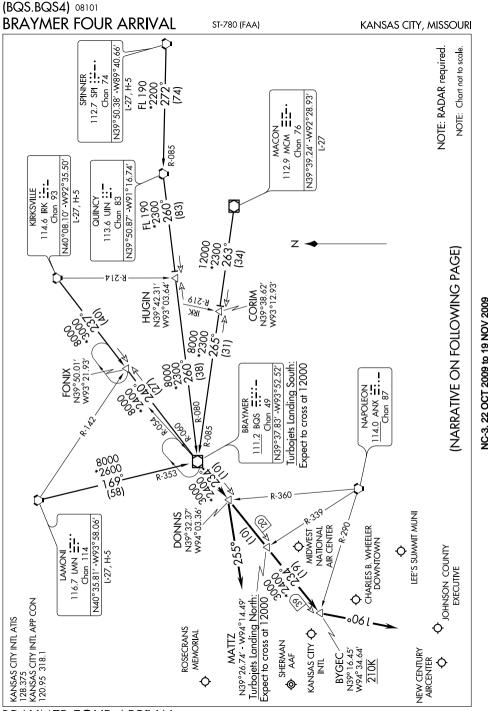


OAKLEY, KANSAS AL-6682 (FAA) WAAS Rwy Idg TDZE 5000 APP CRS RNAV (GPS) RWY 34 3035 CH 69500 3410 3045 W34A Apt Elev OAKLEY MUNI (OEL) DME/DME RNP-0.3 NA. If local altimeter setting not received, use Renner Field/ Goodland Muni altimeter setting and increase all DAs/MDAs 200 feet. Visibility v MISSED APPROACH: Climb to 4700 reduction by helicopters NA. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 42°C (109°F). BARO-VNAV NA when using Renner Field/Goodland Muni altimeter setting. **A** NA direct CUGGA and hold. AWOS-3 **DENVER CENTER** UNICOM 118.325 122.8 (CTAF) 0 132.5 379.15 MISSED APCH FIX ↑ ↑ ↑ ↑ RW34 5 NM CUGGA 3379 Λ HILL CITY HLC M200° N GOODLAND GLD (FAF) NC-2, 22 OCT 2009 to 19 NOV 2009 **HOLKO** 4700 341 (6.2) NSA RW34 25 Ny 3460 4700 NOPT (IAF) 5200 4700 NOPT PIYC (5) \bigcirc (5) (IAF) RUPYO (IF/IAF) LIBNE **ELEV 3045** MIRL RWY 16-34 0* Procedure NA for arrival at HLC VORTAC on V216 northeast bound.

Procedure NA for arrival at GLD VORTAC on V132 and V17 northwest bound. ψ 4700 CUGGA 5 NM **HOLKO** LIBNE Holding Pattern 2270 X 110 RW34 341° O GS 3.00° 4700 TCH 40 5.1 NM 6.2 NM CATEGORY В С D Α LPV DA NA 3285-1 250 (300-1) LNAV/ 3069 NA DA 3472-11/2 437 (500-11/2) VNAV **TDZE** 3035 34 3320-1 NA LNAV MDA 285 (300-1) 341° to 3480-11/2 3500-11/2 3800-21/4 CIRCLING NA RW34 435 (500-11/2) 455 (500-11/2) 755 (800-21/4)







(BQS.BQS4) 08101 BRAYMER FOUR ARRIVAL

ST-780 (FAA)

KANSAS CITY, MISSOURI

ARRIVAL DESCRIPTION

KIRKSVILLE TRANSITION (IRK.BQS4): From over IRK VORTAC via IRK R-237 to FONIX INT, then via BQS R-060 to BQS VOR/DME. Thence. . . .

LAMONI TRANSITION (LMN.BQS4): From over LMN VORTAC via LMN R-169 and BQS R-353 to BQS VOR/DME. Thence. . . .

MACON TRANSITION (MCM.BQS4): From over MCM VOR/DME via MCM R-263 to CORIM INT, then via BQS R-085 to BQS VOR/DME. Thence. . . .

SPINNER TRANSITION (SPI.BQS4): From over SPI VORTAC via SPI R-272 and UIN R-085 to UIN VORTAC, then via UIN R-260 to HUGIN INT, then via BQS R-080 to BQS VOR/DME. Thence. . . .

LANDING KANSAS CITY INTL: Rwys 1L/R: From over BQS VOR/DME via BQS R-234 to BYGEC INT then via

heading 190°. Thence. . . . Rwys 19L/R: From over BQS VOR/DME via BQS R-234 to DONNS INT then via

heading 255°. Thence. . . .

Rwys 9, 27: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

LANDING CHARLES B. WHEELER DOWNTOWN (MKC): Rwys 1,3: From over BQS VOR/DME via BQS R-234 to BYGEC INT then via

heading 190°. Thence. . . .

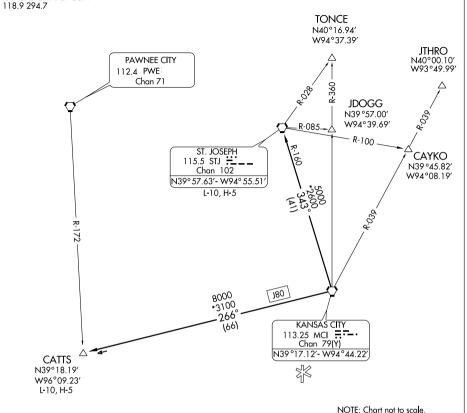
Rwys 19,21: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

LANDING OLATHE/JOHNSON COUNTY EXECUTIVE (OJC) and OLATHE/NEW CENTURY AIRCENTER (IXD): From over BQS VOR/DME via

BQS R-234 to BYGEC INT then via heading 190°. Thence. . . . ALL OTHER AIRPORTS: From over BQS VOR/DME via BQS R-234 to DONNS

INT. Thence. Expect radar vectors to final approach course.

OLATHE/NEW CENTURY AIRCENTER (IXD) CHIFF THRFF DFPARTURE SL-302 (FAA) OLATHE, KANSAS





(CHIEF3.MCI) 07298

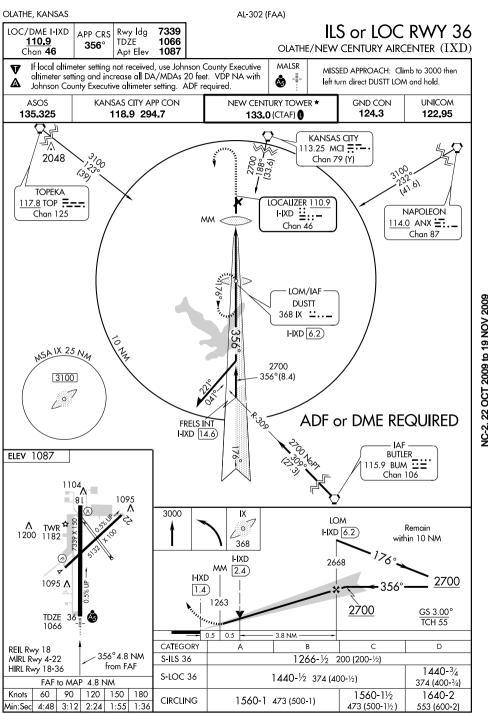
KANSAS CITY DEP CON

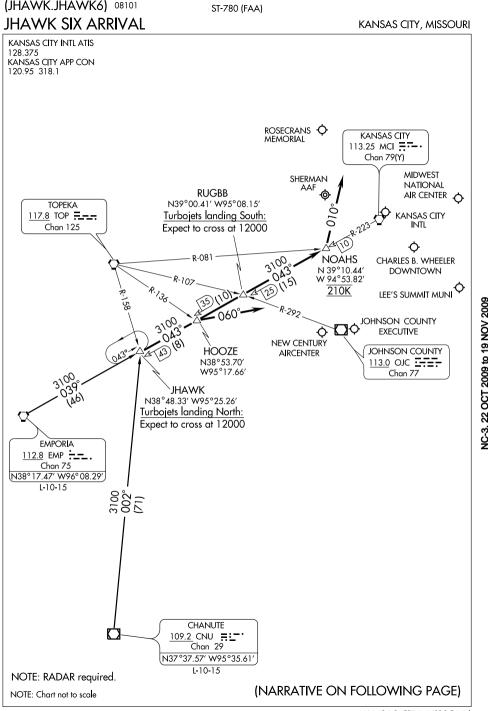
DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure. CATTS TRANSITION (CHIEF3.CATTS): From over MCI VORTAC via MCI R-266

to CATTS INT. ST. JOSEPH TRANSITION (CHIEF3.STJ): From over MCI VORTAC via MCI R-343

and STJ R-160 to STJ VORTAC.





ST-780 (FAA)

KANSAS CITY, MISSOURI

22 OCT 2009 to 19 NOV 2009

ARRIVAL DESCRIPTION

CHANUTE TRANSITION (CNU.JHAWK6): From over CNU VOR/DME via CNU R-002 to IHAWK INT Thence

EMPORIA TRANSITION (EMP.JHAWK6): From over EMP VORTAC via EMP R-039 and MCLR-223 to JHAWK INT. Thence.

LANDING KANSAS CITY INTL (MCI):

Rwys 19L/R: From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence.... Rwys 1L/R: From over JHAWK INT via MCI R-223 to HOOZE INT then via heading

060°. Thence....

Rwys 9, 27: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...

LANDING CHARLES B. WHEELER DOWNTOWN (MKC): Rwys 1, 3: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...

Rwys 19, 21: From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence...

LANDING ST. JOSEPH/ROSECRANS MEMORIAL (STJ) AND SHERMAN AAF (FLV):

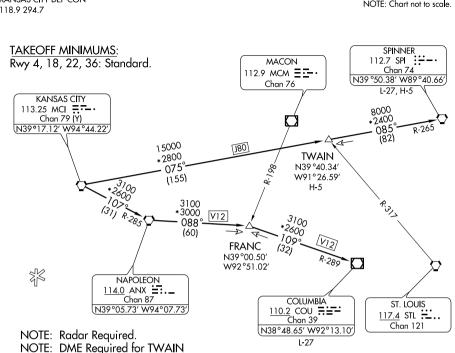
From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence

ALL OTHER AIRPORTS: From over JHAWK INT via MCI R-223 to HOOZE INT.

Thence...

....Expect radar vectors to final approach course.

(LAKES5.MCI) 09295 OLATHE/ NEW CENTURY AIRCENTER (IXD) LAKES FIVE DEPARTURE SL-302 (FAA) OLATHE, KANSAS KANSAS CITY DEP CON NOTE: Chart not to scale 118.9 294.7



Takeoff Obstacles: Rwy 4, fence 204 feet from DER, 256 feet right of centerline, 10' AGL/1096' MSL. Obstruction light 296 feet from DER, 163 feet right of centerline, 19' AGL/1098' MSL. Obstruction light 492 feet from DER, 43 feet left of centerline, 16' AGL/1095' MSL. Tree 1529 feet from DER,

and SPINNER Transitions

125 feet left of centerline, 60' AGL/1149' MSL. Tree 1824 feet from DER, 665 feet right of centerline, 59' AGL/1171' MSL. Rwy 18, tree 1899 feet from DER, 8 feet left of centerline, 64' AGL/1103' MSL. Tree 2051 feet from DER, 662 feet right of centerline, 50' AGL/1108' MSL. Rwy 36 ground beginning 16 feet from DER, from 407 feet right to 487 feet left of centerline. 1088' MSL.

DEPARTURE ROUTE DESCRIPTION

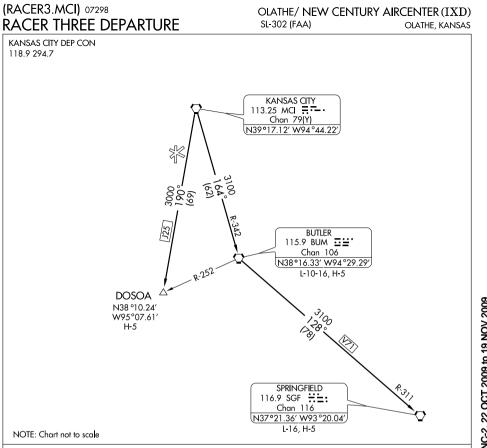


Expect vectors to appropriate route. Expect filed altitude 10 minutes after departure.

COLUMBIA TRANSITION (LAKES5.COU): From over MCI VORTAC via MCI R-107 and ANX R-285 to ANX VORTAC, then via ANX R-088 to FRANC INT, then via COU R-289 to COU VOR/DME.

SPINNER TRANSITION (LAKES5.SPI): From over MCI VORTAC via MCI R-075 and SPI R-265 to TWAIN INT, then via SPI R-265 to SPI VORTAC.

TWAIN TRANSITION (LAKES5.TWAIN): From over MCI VORTAC via MCI R-075 and SPI R-265 to TWAIN INT.



SPRINGFIELD 116.9 SGF ∷=: Chan 116 N37°21.36′ W93°20.04′ L-16, H-5

V

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

BUTLER TRANSITION (RACER3.BUM): From over MCI VORTAC via MCI R-164 and

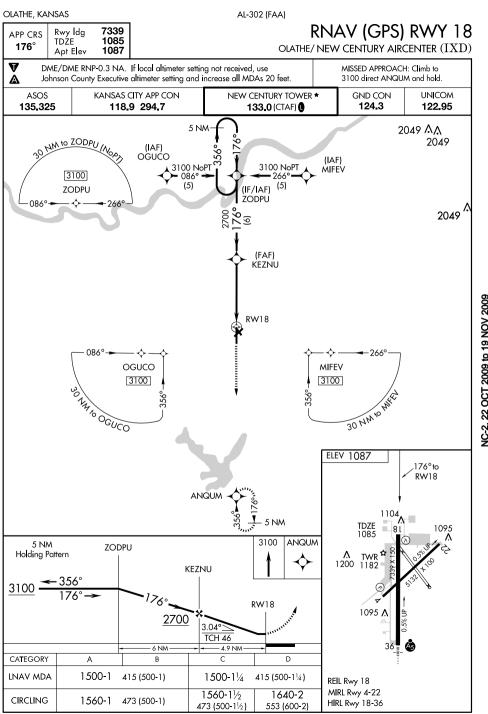
BUM R-342 to BUM VORTAC.

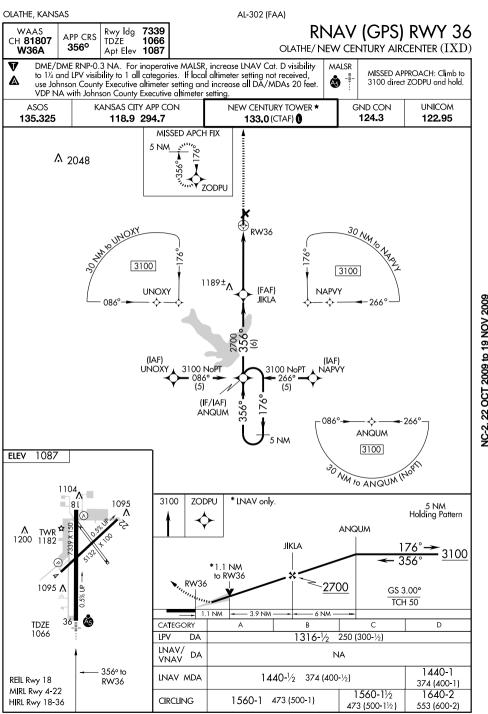
DOSOA TRANSITION (RACER3.DOSOA): From over MCI VORTAC via MCI R-190 to DOSOA INT.

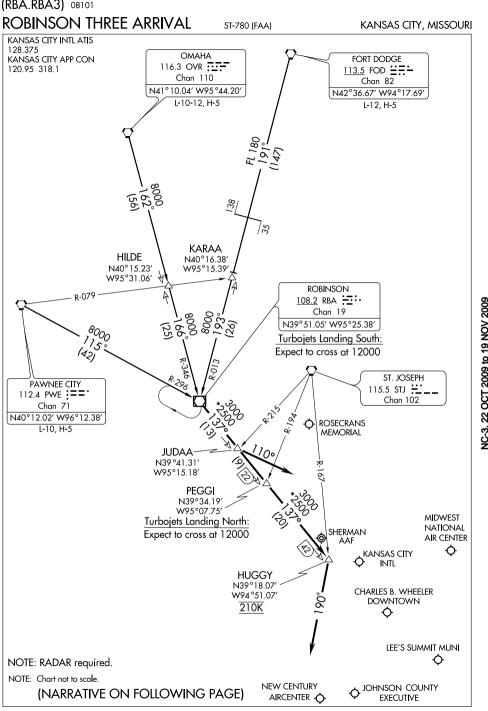
NOTE: Chart not to scale

SPRINGFIELD TRANSITION (RACER3.SGF): From over MCI VORTAC via MCI

R-164 and BUM R-342 to BUM VORTAC, then via BUM R-128 and SGF R-311 to SGF VORTAC.







ARRIVAL DESCRIPTION

FORT DODGE TRANSITION (FOD.RBA3): From over FOD VORTAC via FOD R-191 and RBA R-013 to RBA VOR/DME. Thence. . . .

OMAHA TRANSITION (OVR.RBA3): From over OVR VORTAC via OVR R-162 and

RBA R-346 to RBA VOR/DME. Thence. . . .
PAWNEE CITY TRANSITION (PWE.RBA3): From over PWE VORTAC via PWE R-115

and RBA R-296 to RBA VOR/DME. Thence. . . .

LANDING KANSAS CITY INTL:

Rwys 1L/R: From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence....

Rwys 19L/R: From over RBA VOR/DME via RBA R-137 to JUDAA INT then via heading 110°. Thence....

Rwys 9, 27: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

LANDING CHARLES B. WHEELER DOWNTOWN (MKC): Rwys 1, 3: From over RBA VOR/DME via RBA R-137 to HUGGY INT then via

heading 190°. Thence...

Rwys 19, 21: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

LANDING OLATHE/JOHNSON COUNTY EXECUTIVE (OJC) and OLATHE/ NEW

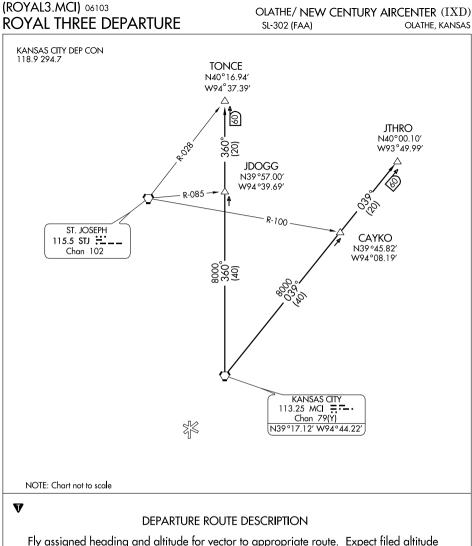
CENTURY AIRCENTER (IXD): From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence...

ALL OTHER AIRPORTS: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

Inence...

.... Expect radar vector to final approach course.

1



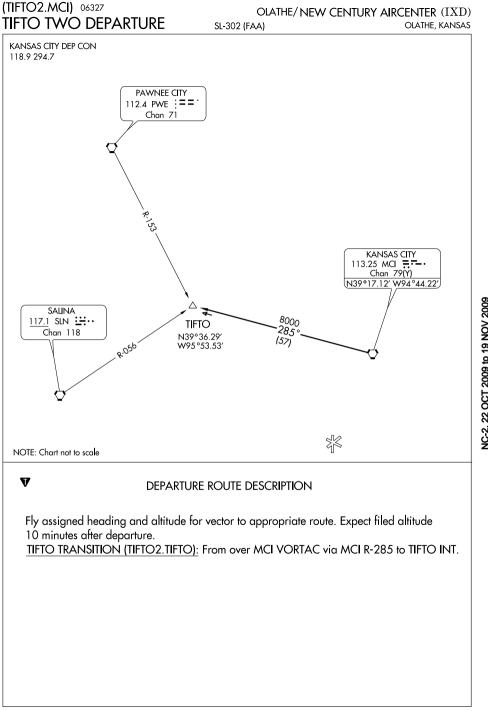
Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

10 minutes after departure.

JTHRO TRANSITION (ROYAL3.JTHRO): From over MCI VORTAC via MCI R-039

to JTHRO INT.

TONCE TRANSITION (ROYAL3.TONCE): From over MCI VORTAC via MCI R-360 to TONCE INT.



(TYGER.TYGER6) 08101 TYGER SIX ARRIVAL KANSAS CITY, MISSOURI ST-780 (FAA) KANSAS CITY INTLATIS 128.375 KANSAS CITY INTL APP CON **ROSECRANS** 120 95 318 1 MEMORIAL Ò KANSAS CITY 113.25 MCI = --Chan 79(Y) SHERMAN MIDWEST NATIONAL AIR CENTER AAF KANSAS CITY SLABB INTL N39°10.26′ W94°36.71′ 210K NAPOLEON CHARLES B. WHEELER R-275 -114.0 ANX ::.. DOWNTOWN LEE'S SUMMIT _____ Chan 87 MUNI **NEW CENTURY AIRCENTER** TRIKE N38° 50.41′ Ò JOHNSON COUNTY W94° 15.14′ **EXECUTIVE TYGER** MOŔAY N38°41.00′ - W94°05.02′ N38° 57.29′ - W94° 22.59′ Turbojets Landing North: Turbojets Landing South: Expect to cross at 12000 Expect to cross at 12000 BUTLER **KRAZO** 115.9 BUM <u>-</u> R-098 N38°07.10′ Chan 106 W93°45.65' SPRINGFIELD 116.9 SGF **∷**±: Chan 116 N37°21.36′ W93°20.04′ L-16, H-5 NOTE: RADAR required NOTE: Chart not to scale. (NARRATIVE ON FOLLOWING PAGE)

C-3 22 OCT 2009 to 19 NOV 2009

(TYGER.TYGER6) 08101 TYGER SIX ARRIVAL KANSAS CITY, MISSOURI ST-780 (FAA) ARRIVAL DESCRIPTION SPRINGFIELD TRANSITION (SGF.TYGER6): From over SGF VORTAC via SGF R-332 to TYGER INT Thence LANDING KANSAS CITY INTL (MCI): Rwys 19L/R: From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence Rwys 1L/R: From over TYGER INT via MCI R-135 to TRIKE INT then via heading 290°. Thence. . . . Rwys 9, 27: From over TYGER INT via MCI R-135 to TRIKE INT. Thence. . . . LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1, 3: From over TYGER INT via MCI R-135 to TRIKE INT. Thence... Rwys 19, 21: From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence...

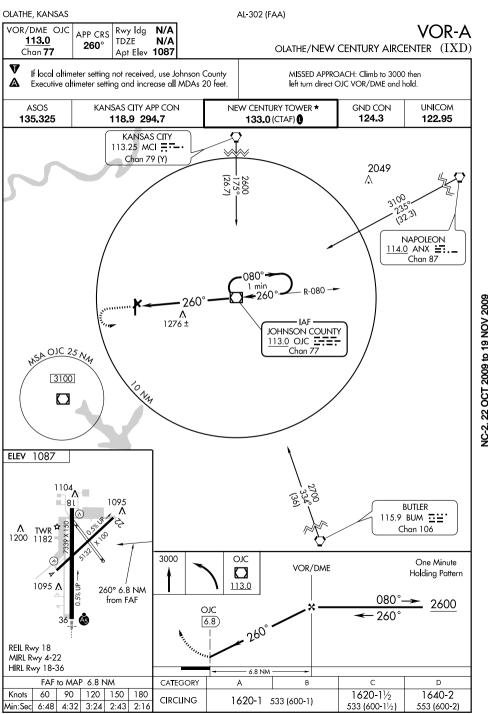
LANDING ST. JOSEPH/ROSECRANS MEMORIAL (STJ) and SHERMAN AAF (FLV):

ALL OTHER AIRPORTS: From over TYGER INT via MCI R-135 to TRIKE INT. Thence...

From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence...

....Expect radar vectors to final approach course.

2. 2. 2. OCT 2009 to 19 NOV 2009



(WLDCT2.MCI) 07298 OLATHE/NEW CENTURY AIRCENTER (IXD) WILDCAT TWO DEPARTURE SL-302 (FAA) OLATHE, KANSAS

KANSAS CITY DEP CON KANSAS CITY 118.9 294.7 113.25 MCI ☴-Chan 79(Y) N39°17.12′ W94°44.22′ KENTN N39°08.80' 4500 <u>124</u> · 257 (57) W95°56.78' **124** 4500 253° (79) SALINA 117.1 SLN ::... N38°55.51′ W97°37.28′. L-10. H-5 **EMPORIA** 112.8 EMP :___

> WICHITA 113.8 ICT **∷·-·** Chan 85 N37°44.71′ W97°35.03′ L-10-15, H-5

NOTE: Chart not to scale



DEPARTURE ROUTE DESCRIPTION

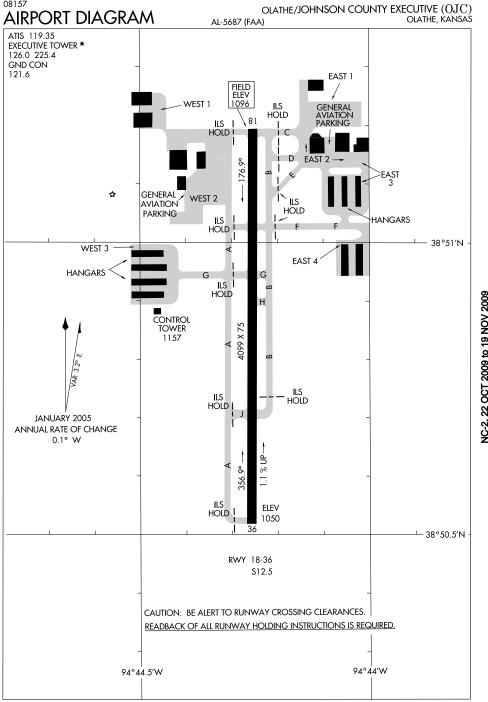
Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

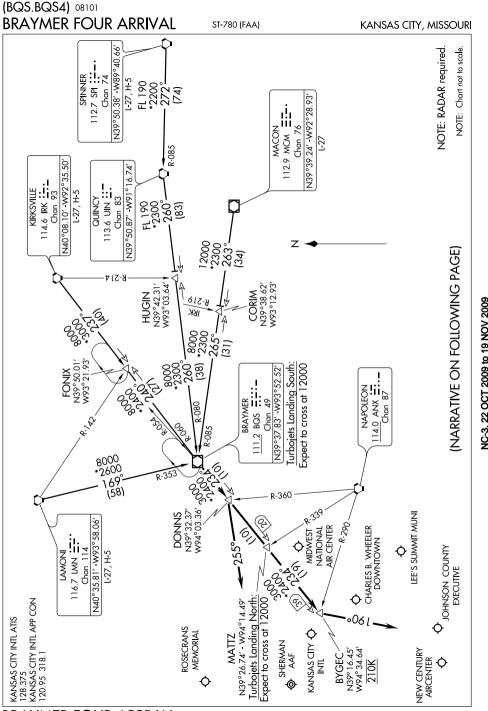
KENTN TRANSITION (WLDCT2.KENTN): From over MCI VORTAC via MCI R-257 to KENTN INT.

SALINA TRANSITION (WLDCT2.SLN): From over MCI VORTAC via MCI R-257 and

SLN R-073 to SLN VORTAC.

WICHITA TRANSITION (WLDCT2.ICT): From over MCI VORTAC via MCI R-257 to KENTN INT. then via ICT R-035 to ICT VORTAC.





(BQS.BQS4) 08101 BRAYMER FOUR ARRIVAL

ST-780 (FAA)

KANSAS CITY, MISSOURI

ARRIVAL DESCRIPTION

KIRKSVILLE TRANSITION (IRK.BQS4): From over IRK VORTAC via IRK R-237 to FONIX INT, then via BQS R-060 to BQS VOR/DME. Thence. . . .

LAMONI TRANSITION (LMN.BQS4): From over LMN VORTAC via LMN R-169 and BQS R-353 to BQS VOR/DME. Thence. . . .

MACON TRANSITION (MCM.BQS4): From over MCM VOR/DME via MCM R-263 to CORIM INT, then via BQS R-085 to BQS VOR/DME. Thence. . . .

SPINNER TRANSITION (SPI.BQS4): From over SPI VORTAC via SPI R-272 and UIN R-085 to UIN VORTAC, then via UIN R-260 to HUGIN INT, then via BQS R-080 to BQS VOR/DME. Thence. . . .

LANDING KANSAS CITY INTL: Rwys 1L/R: From over BQS VOR/DME via BQS R-234 to BYGEC INT then via

heading 190°. Thence. . . . Rwys 19L/R: From over BQS VOR/DME via BQS R-234 to DONNS INT then via

heading 255°. Thence. . . .

Rwys 9, 27: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

LANDING CHARLES B. WHEELER DOWNTOWN (MKC): Rwys 1,3: From over BQS VOR/DME via BQS R-234 to BYGEC INT then via

heading 190°. Thence. . . .

Rwys 19,21: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

LANDING OLATHE/JOHNSON COUNTY EXECUTIVE (OJC) and OLATHE/NEW CENTURY AIRCENTER (IXD): From over BQS VOR/DME via

BQS R-234 to BYGEC INT then via heading 190°. Thence. . . . ALL OTHER AIRPORTS: From over BQS VOR/DME via BQS R-234 to DONNS

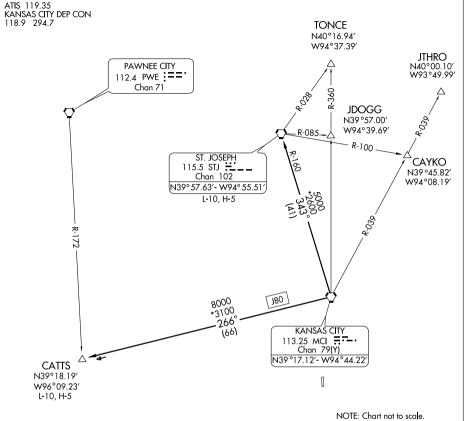
INT. Thence. Expect radar vectors to final approach course.



OLATHE, KANSAS

OLATHE/JOHNSON COUNTY EXECUTIVE (OJC)

SL-5687 (FAA)



(CHIEF3.MCI) 09183

V

CHIFF THRFF DFPARTURE

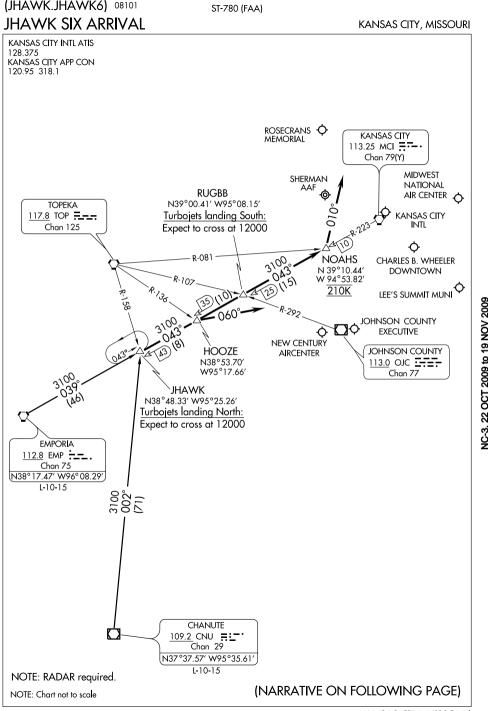


10 minutes after departure. CATTS TRANSITION (CHIEF3.CATTS): From over MCI VORTAC via MCI R-266

DEPARTURE ROUTE DESCRIPTION

to CATTS INT.

ST. JOSEPH TRANSITION (CHIEF3.STJ): From over MCI VORTAC via MCI R-343 and STJ R-160 to STJ VORTAC.



ST-780 (FAA)

KANSAS CITY, MISSOURI

22 OCT 2009 to 19 NOV 2009

ARRIVAL DESCRIPTION

CHANUTE TRANSITION (CNU.JHAWK6): From over CNU VOR/DME via CNU R-002 to IHAWK INT Thence

EMPORIA TRANSITION (EMP.JHAWK6): From over EMP VORTAC via EMP R-039 and MCLR-223 to JHAWK INT. Thence.

LANDING KANSAS CITY INTL (MCI):

Rwys 19L/R: From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence.... Rwys 1L/R: From over JHAWK INT via MCI R-223 to HOOZE INT then via heading

060°. Thence....

Rwys 9, 27: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...

LANDING CHARLES B. WHEELER DOWNTOWN (MKC): Rwys 1, 3: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...

Rwys 19, 21: From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence...

LANDING ST. JOSEPH/ROSECRANS MEMORIAL (STJ) AND SHERMAN AAF (FLV):

From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence

ALL OTHER AIRPORTS: From over JHAWK INT via MCI R-223 to HOOZE INT.

Thence...

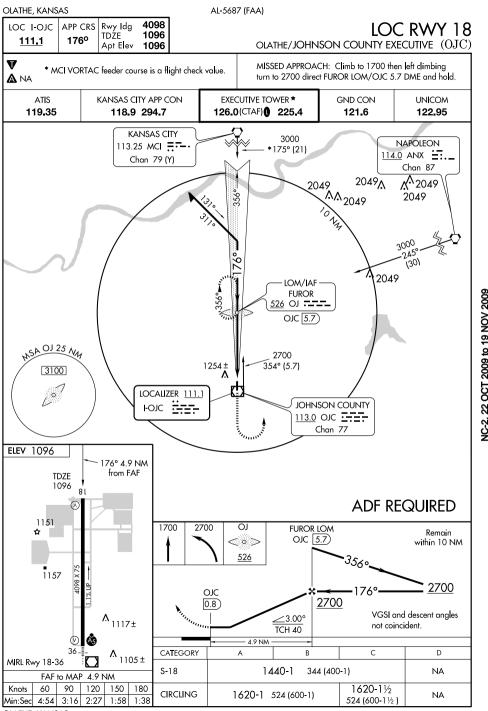
....Expect radar vectors to final approach course.

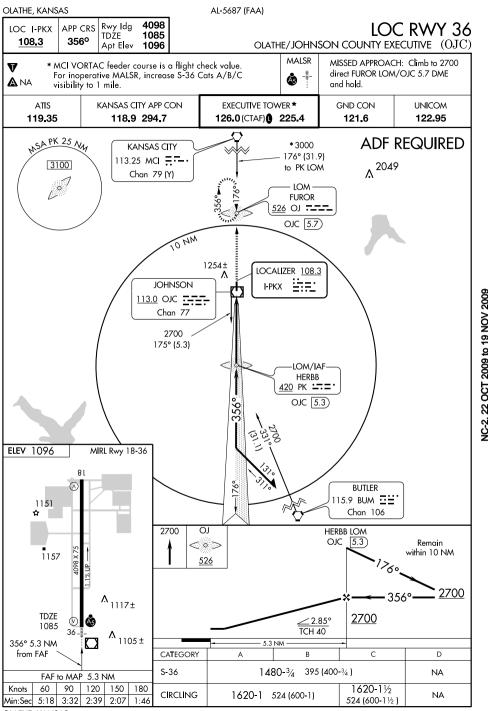
(LAKES5.MCI) 09295 OLATHE/JOHNSON COUNTY EXECUTIVE (O.J.C.) LAKES FIVE DEPARTURE SL-5687 (FAA) OLATHE, KANSAS ATIS 119.35 KANSAS CITY DEP CON 118.9 294.7 SPINNER 112.7 SPI MACON Chan 74 112.9 MCM **Ξ** <u>-</u> N39 °50.38′ W89 °40.66′ Chan 76 L-27, H-5 KANSAS CITY 113.25 MCI =--0008 *2400 Chan 79 (Y) R-265 N39°17.12′ W94°44.22′ 085 (82) 15000 1180 *2800 **TWAIN** 075° N39°40.34' (155) W91°26.59' H-5 POZ 3100 *3000 V12 3100 088°-*2600 (60) 109 **FRANC** (32) N39°00.50' W92°51.02′ П NAPOLEON 114.0 ANX =:. Chan 87 COLUMBIA ST. LOUIS N39°05.73′ W94°07.73′ 117.4 STL ∷. Chan 121 N38°48.65′ W92°13.10′ 1-27 TAKEOFF MINIMUMS: NOTE: Radar Required. Rwy 18, 36: Standard. NOTE: DME Required for TWAIN and SPINNER Transitions Takeoff Obstacles: Rwy 18, multiple trees 622 feet from DER, 192 feet right of centerline, up to 73' AGL/1084' MSL. Rwy 36, antenna 335 feet from DER, 263 feet left of centerline, 20' AGL/1110' MSL. Tree 1008 feet from DER, 612 feet right of centerline, 57' AGL/1130' MSL. Tree 1544 feet from DER, 810 feet left of centerline, 71' AGL/1144' MSL. NOTE: Chart not to scale. V DEPARTURE ROUTE DESCRIPTION Expect vectors to appropriate route. Expect filed altitude 10 minutes after departure. COLUMBIA TRANSITION (LAKES5.COU): From over MCI VORTAC via MCI R-107 and ANX R-285 to ANX VORTAC, then via ANX R-088 to FRANC INT, then via

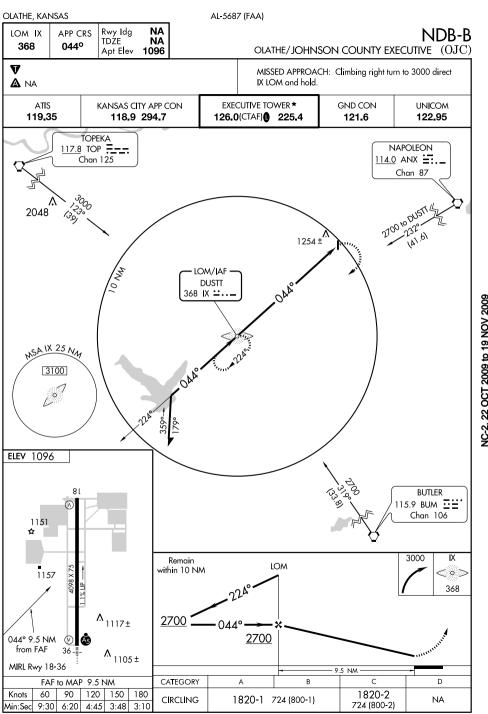
COU R-289 to COU VOR/DME. SPINNER TRANSITION (LAKES5.SPI): From over MCI VORTAC via MCI R-075 and SPI R-265 to TWAIN INT, then via SPI R-265 to SPI VORTAC. TWAIN TRANSITION (LAKES5.TWAIN): From over MCI VORTAC via MCI R-075 and

SPI R-265 to TWAIN INT.

MCI R-075 and







OLATHE/JOHNSON COUNTY EXECUTIVE (OJC)

OLATHE, KANSAS

SL-5687 (FAA)

SPRINGFIELD 116.9 SGF ∷=: Chan 116 N37°21.36′ W93°20.04′ L-16, H-5

(RACER3.MCI) 07298

RACER THREE DEPARTURE

DEPARTURE ROUTE DESCRIPTION

H-5

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

BUTLER TRANSITION (RACER3.BUM): From over MCI VORTAC via MCI R-164 and

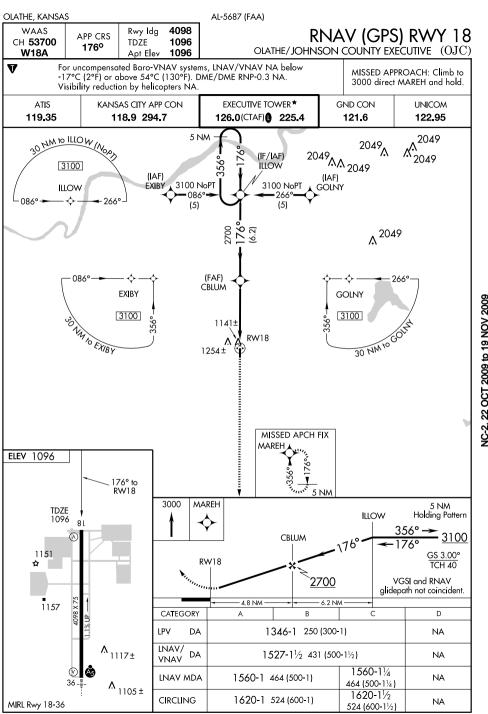
BUM R-342 to BUM VORTAC. DOSOA TRANSITION (RACER3.DOSOA): From over MCI VORTAC via MCI R-190

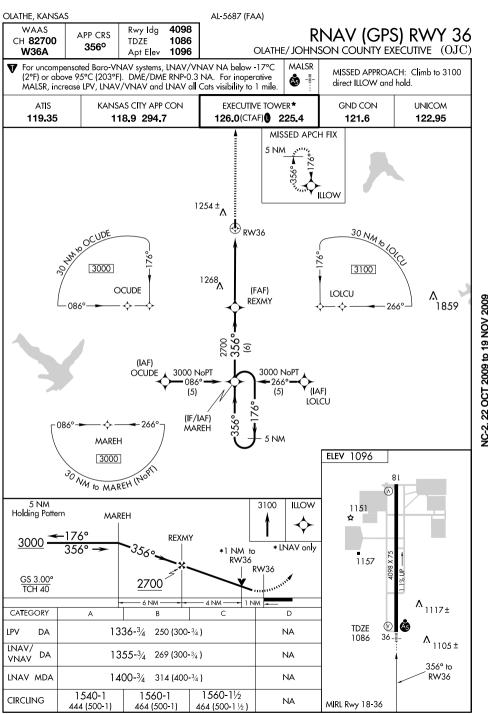
NOTE: Chart not to scale

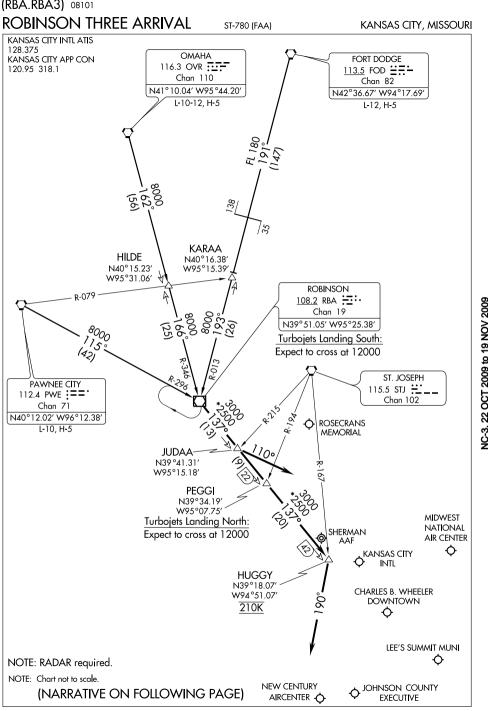
to DOSOA INT. SPRINGFIELD TRANSITION (RACER3.SGF): From over MCI VORTAC via MCI

R-164 and BUM R-342 to BUM VORTAC, then via BUM R-128 and SGF R-311 to

SGF VORTAC.







ARRIVAL DESCRIPTION

FORT DODGE TRANSITION (FOD.RBA3): From over FOD VORTAC via FOD R-191 and RBA R-013 to RBA VOR/DME. Thence. . . .

OMAHA TRANSITION (OVR.RBA3): From over OVR VORTAC via OVR R-162 and

RBA R-346 to RBA VOR/DME. Thence. . . .
PAWNEE CITY TRANSITION (PWE.RBA3): From over PWE VORTAC via PWE R-115

and RBA R-296 to RBA VOR/DME. Thence. . . .

LANDING KANSAS CITY INTL:

Rwys 1L/R: From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence....

Rwys 19L/R: From over RBA VOR/DME via RBA R-137 to JUDAA INT then via heading 110°. Thence....

Rwys 9, 27: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

LANDING CHARLES B. WHEELER DOWNTOWN (MKC): Rwys 1, 3: From over RBA VOR/DME via RBA R-137 to HUGGY INT then via

heading 190°. Thence...

Rwys 19, 21: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

LANDING OLATHE/JOHNSON COUNTY EXECUTIVE (OJC) and OLATHE/ NEW

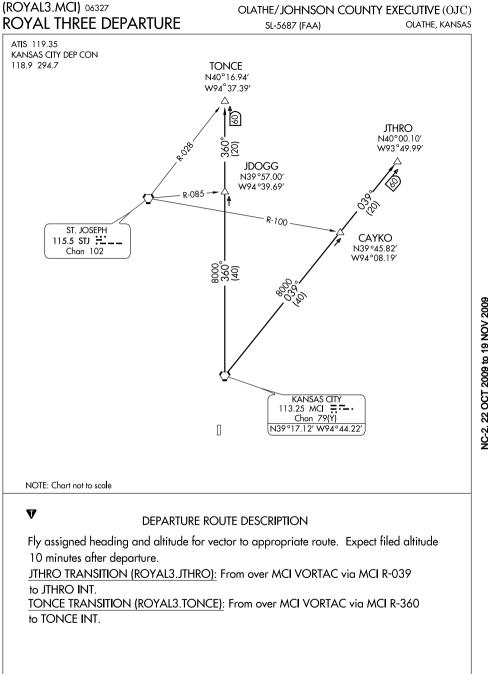
CENTURY AIRCENTER (IXD): From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence...

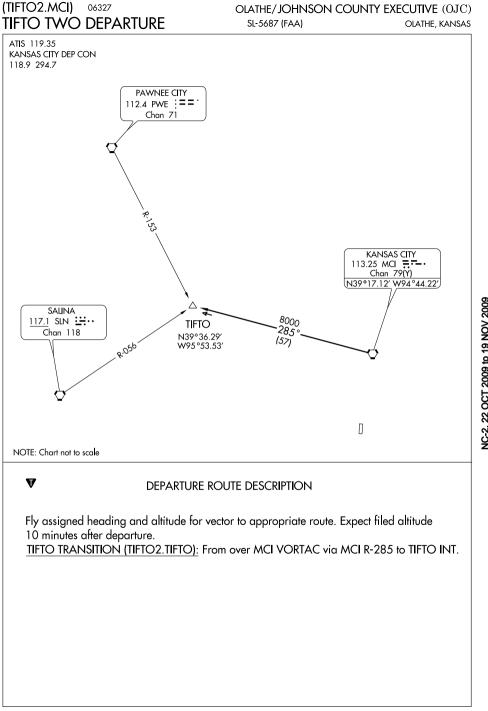
ALL OTHER AIRPORTS: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

Inence...

.... Expect radar vector to final approach course.

1





(TYGER.TYGER6) 08101 TYGER SIX ARRIVAL KANSAS CITY, MISSOURI ST-780 (FAA) KANSAS CITY INTLATIS 128.375 KANSAS CITY INTL APP CON **ROSECRANS** 120 95 318 1 MEMORIAL Ò KANSAS CITY 113.25 MCI = --Chan 79(Y) SHERMAN MIDWEST NATIONAL AIR CENTER AAF KANSAS CITY SLABB INTL N39°10.26′ W94°36.71′ 210K NAPOLEON CHARLES B. WHEELER R-275 -114.0 ANX ::.. DOWNTOWN LEE'S SUMMIT _____ Chan 87 MUNI **NEW CENTURY AIRCENTER** TRIKE N38° 50.41′ Ò JOHNSON COUNTY W94° 15.14′ **EXECUTIVE TYGER** MOŔAY N38°41.00′ - W94°05.02′ N38° 57.29′ - W94° 22.59′ Turbojets Landing North: Turbojets Landing South: Expect to cross at 12000 Expect to cross at 12000 BUTLER **KRAZO** 115.9 BUM <u>-</u> R-098 N38°07.10′ Chan 106 W93°45.65' SPRINGFIELD 116.9 SGF **∷**±: Chan 116 N37°21.36′ W93°20.04′ L-16, H-5 NOTE: RADAR required NOTE: Chart not to scale. (NARRATIVE ON FOLLOWING PAGE)

C-3 22 OCT 2009 to 19 NOV 2009

(TYGER.TYGER6) 08101 TYGER SIX ARRIVAL KANSAS CITY, MISSOURI ST-780 (FAA) ARRIVAL DESCRIPTION SPRINGFIELD TRANSITION (SGF.TYGER6): From over SGF VORTAC via SGF R-332 to TYGER INT Thence LANDING KANSAS CITY INTL (MCI): Rwys 19L/R: From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence Rwys 1L/R: From over TYGER INT via MCI R-135 to TRIKE INT then via heading 290°. Thence. . . . Rwys 9, 27: From over TYGER INT via MCI R-135 to TRIKE INT. Thence. . . . LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1, 3: From over TYGER INT via MCI R-135 to TRIKE INT. Thence... Rwys 19, 21: From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence...

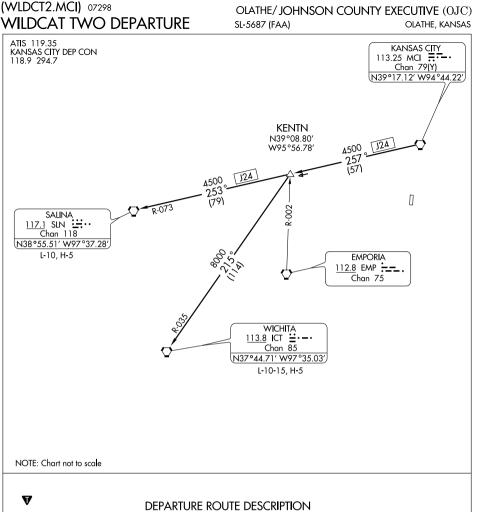
LANDING ST. JOSEPH/ROSECRANS MEMORIAL (STJ) and SHERMAN AAF (FLV):

ALL OTHER AIRPORTS: From over TYGER INT via MCI R-135 to TRIKE INT. Thence...

From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence...

....Expect radar vectors to final approach course.

2. 2. 2. OCT 2009 to 19 NOV 2009





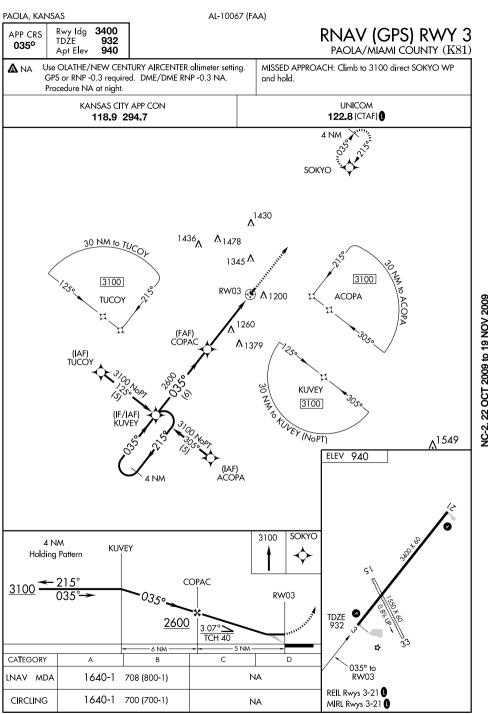
Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

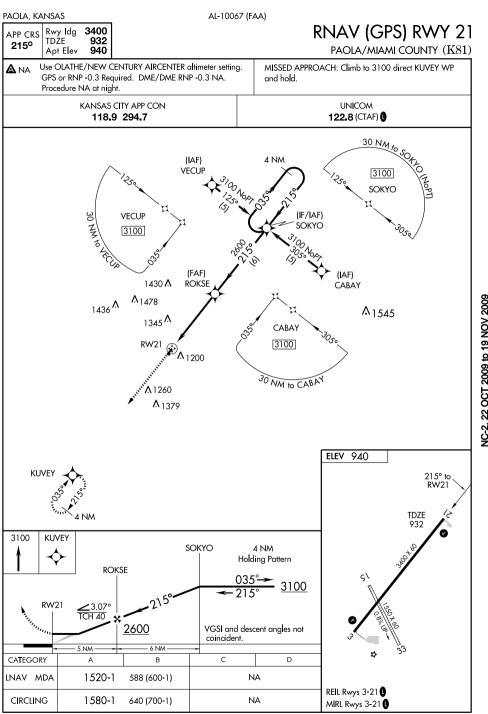
KENTN TRANSITION (WLDCT2.KENTN): From over MCI VORTAC via MCI R-257 to KENTN INT.

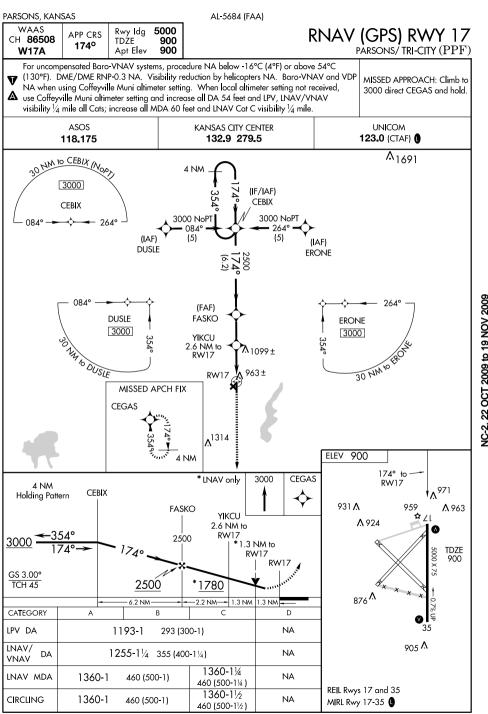
SALINA TRANSITION (WLDCT2.SLN): From over MCI VORTAC via MCI R-257 and

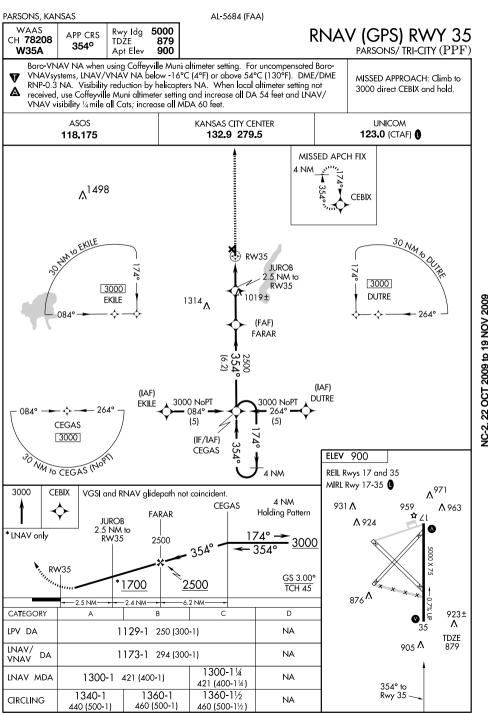
SLN R-073 to SLN VORTAC.

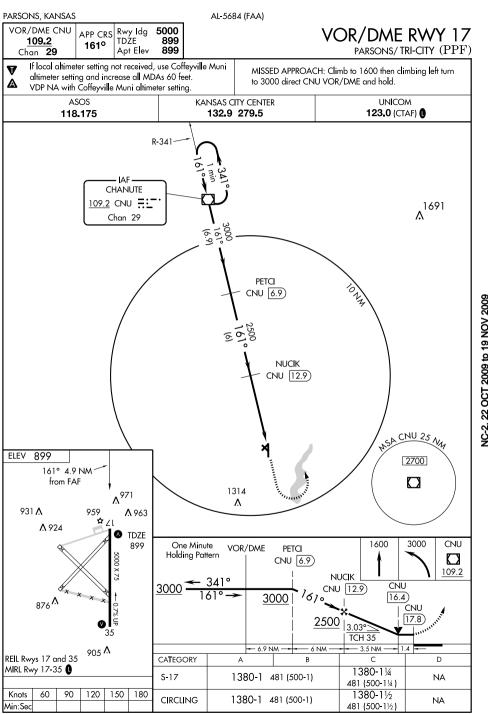
WICHITA TRANSITION (WLDCT2.ICT): From over MCI VORTAC via MCI R-257 to KENTN INT, then via ICT R-035 to ICT VORTAC.

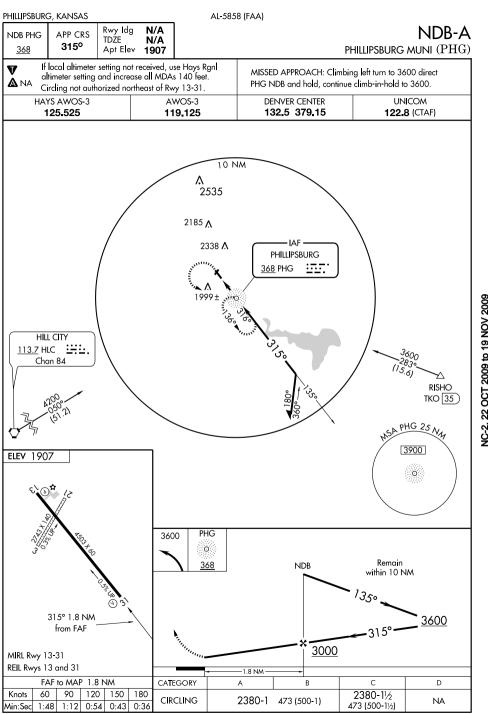


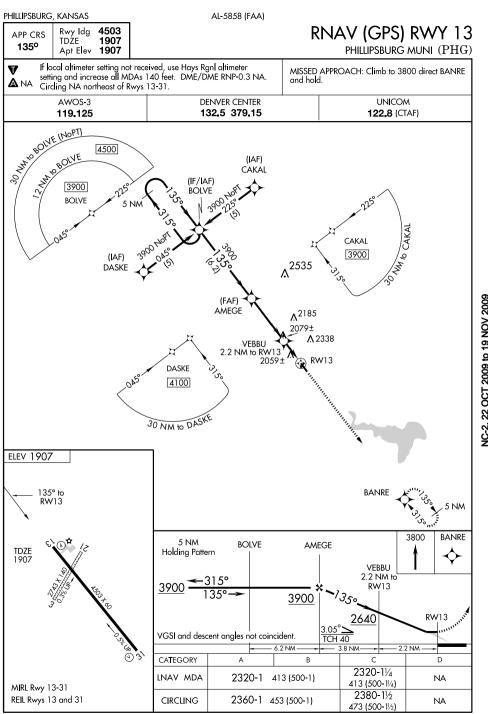


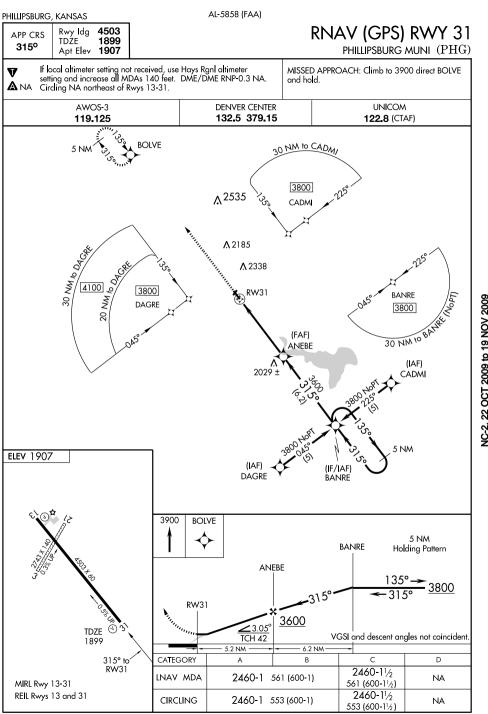


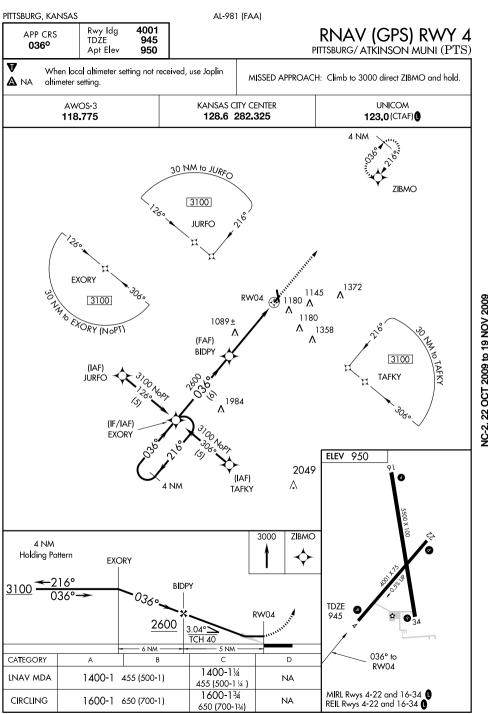


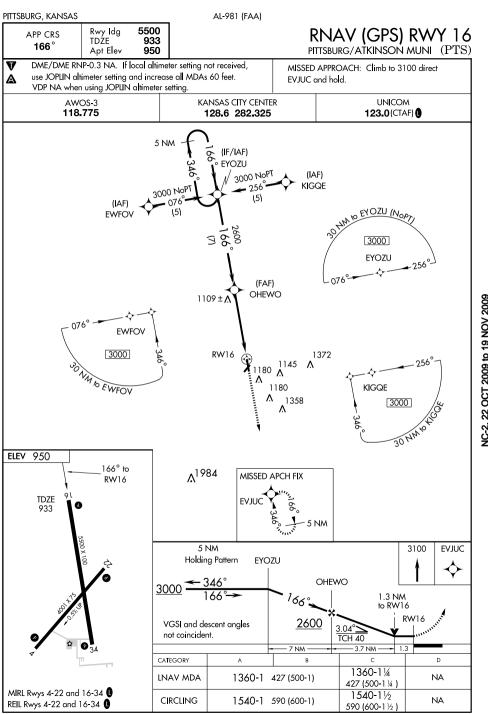




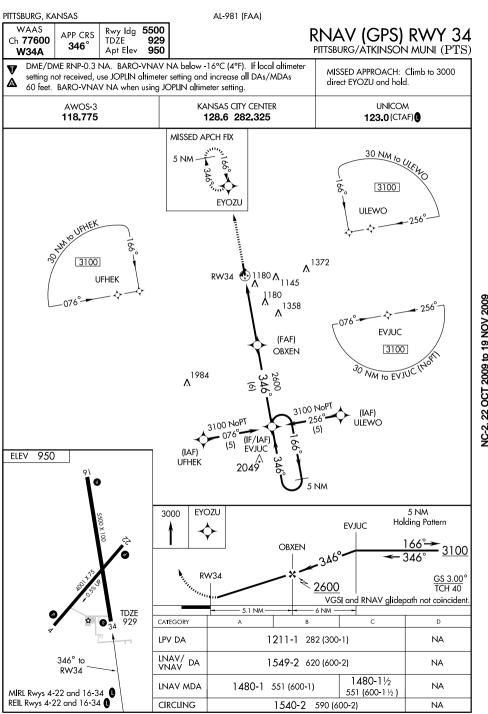


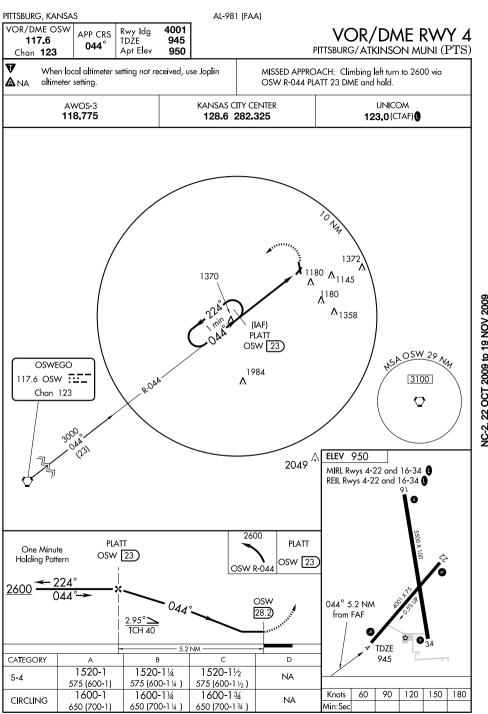


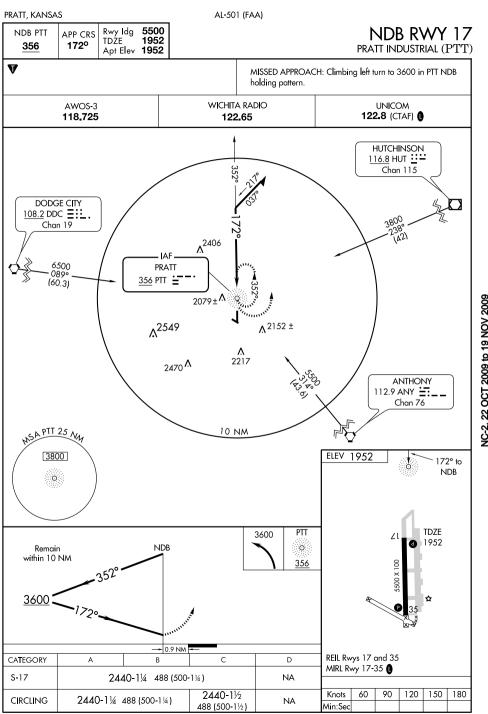


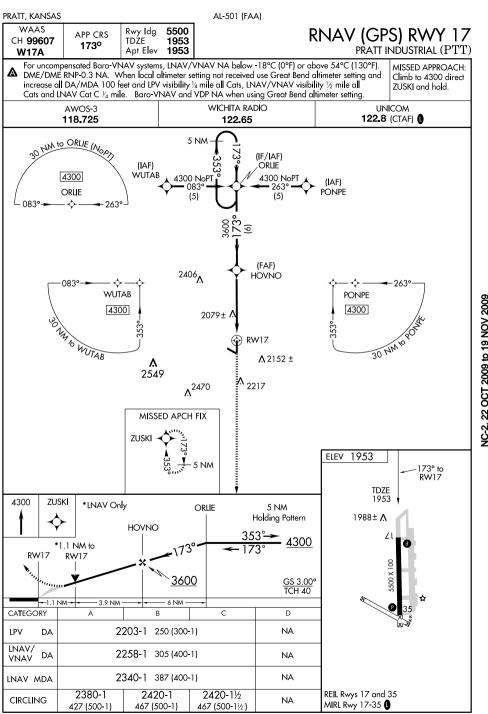


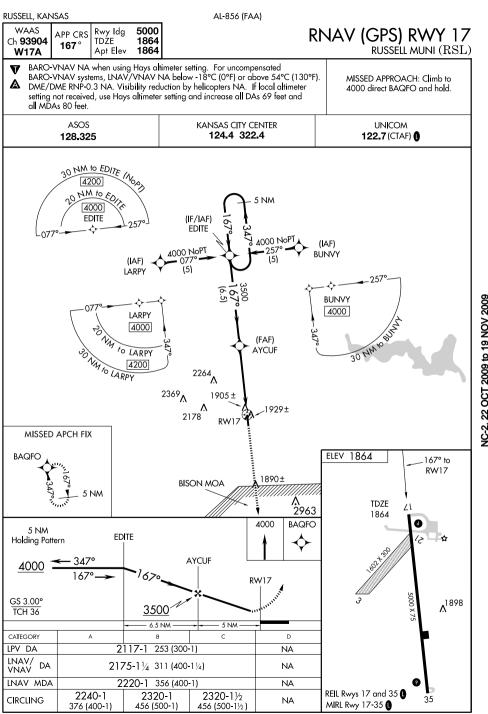
AL-981 (FAA) PITTSBURG, KANSAS 4001 Rwy Idg RNAV (GPS) RWY 22 APP CRS TDŹE 945 2160 PITTSBURG/ATKINSON MUNI (PTS) Apt Elev 950 When local altimeter setting not received, use Joplin MISSED APPROACH: Climb to 3100 direct EXORY and hold. $oldsymbol{A}$ na altimeter setting. KANSAS CITY CENTER AWOS-3 UNICOM 118,775 128.6 282.325 123.0 (CTAF) 30 NM 10 ZIBANO 4 NM (IAF) VADCU %. ZIBMO (IF/IAF) ZIBMO 3000 3000 Nopy VADCU 1290<u>^</u> (IAF) HAFNE 1079 ± (FAF) NC-2 22 OCT 2009 to 19 NOV 2009 HIBUX ۸¹³⁷² 1145 . **^** 1180 **HAFNE** 1180 ۸¹³⁵⁸ 3100 30 NM to HAFNE _∆1984 ELEV 950 **EXORY** 216° to RW22 4 NM 3100 **EXORY** 4 NM Holding Pattern TDZE ZIBMO 945 HIBUX 216° RW22 2600 3.04° TCH 40 0 34 5.1 NM 5.9 NM -C D CATEGORY Α 1460-11/2 LNAV MDA 1460-1 515 (600-1) NA 515 (600-11/2) MIRL Rwys 4-22 and 16-34 1600-134 CIRCLING 1600-1 650 (700-1) NA REIL Rwys 4-22 and 16-34 650 (700-1 34)

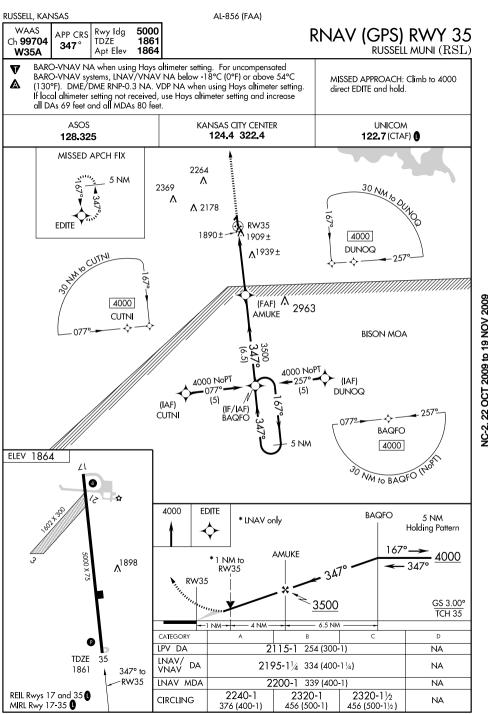


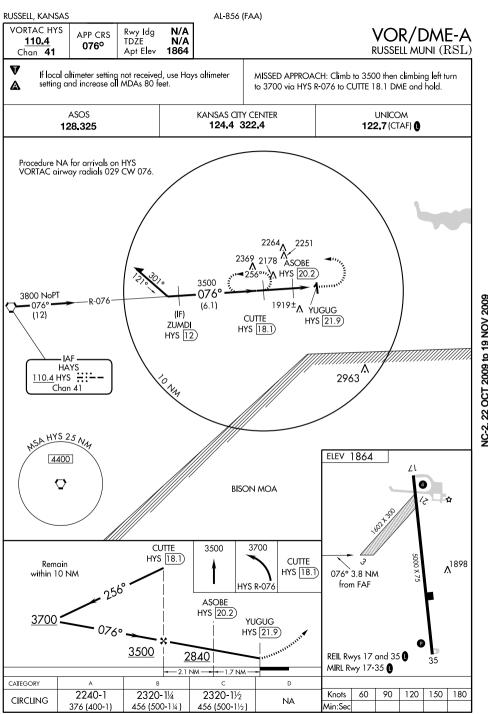


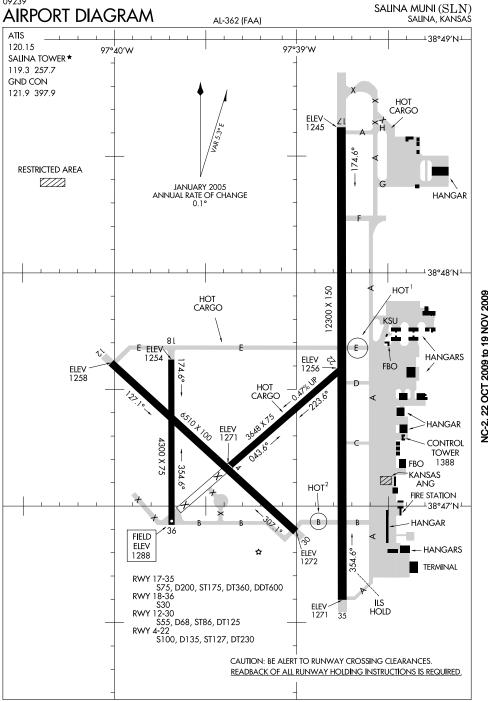


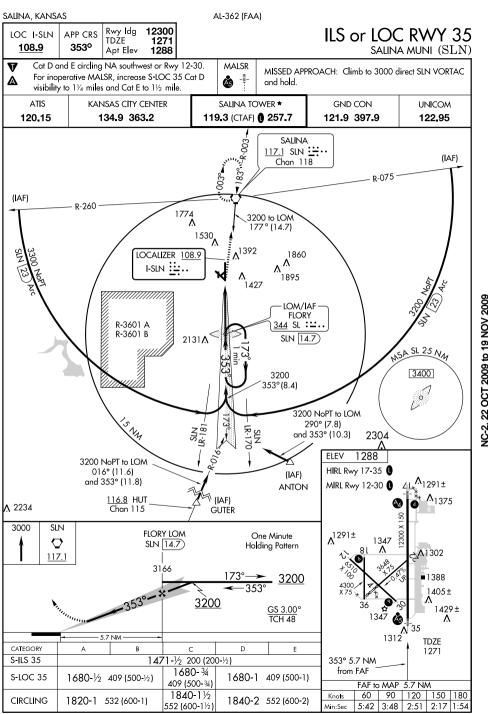


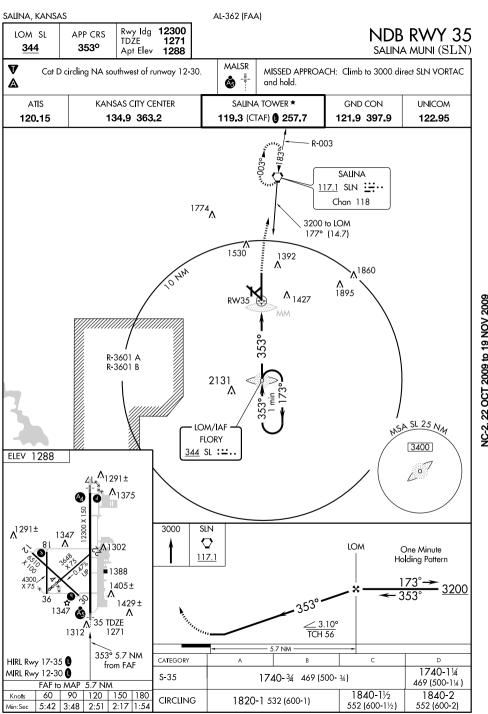


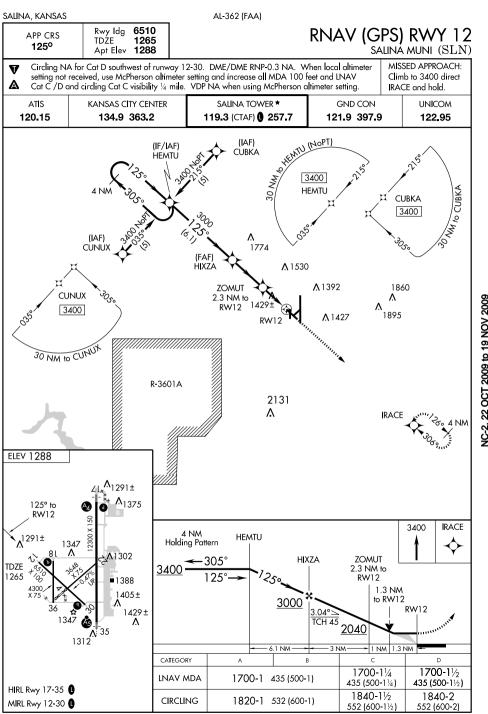


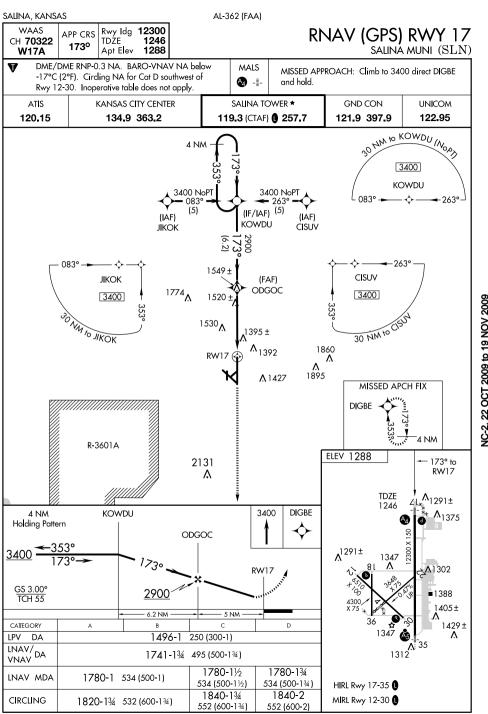






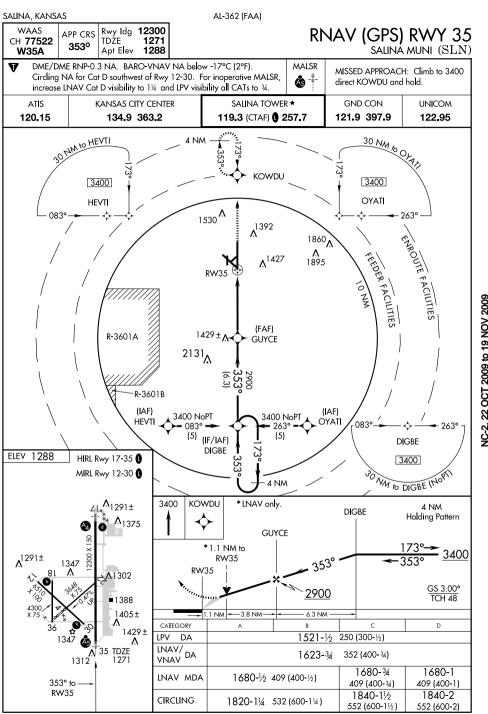


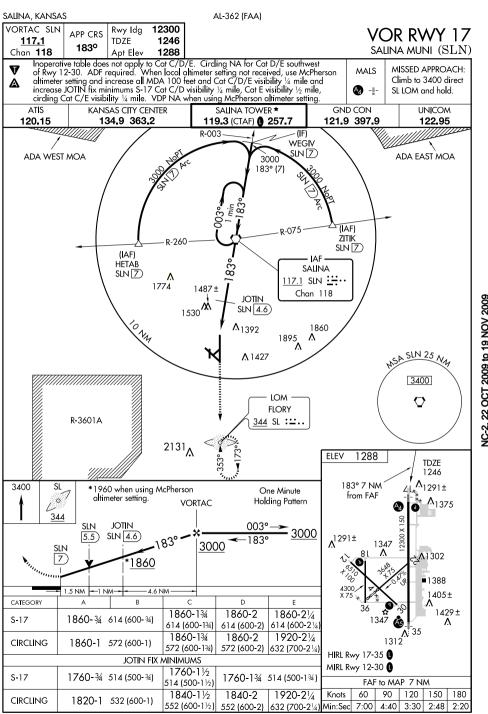


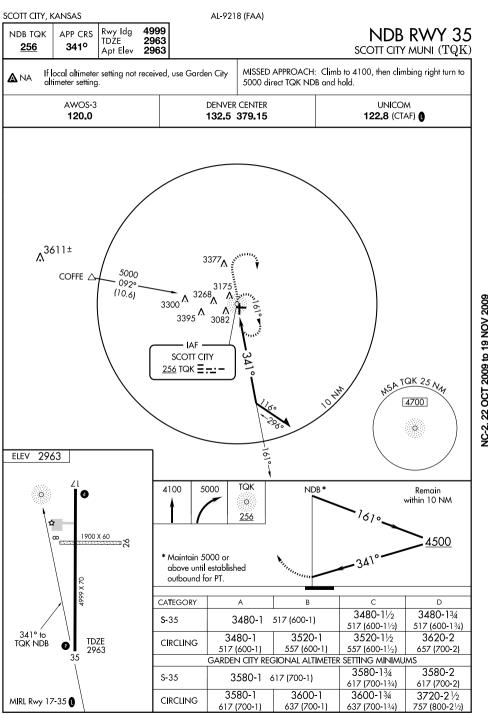


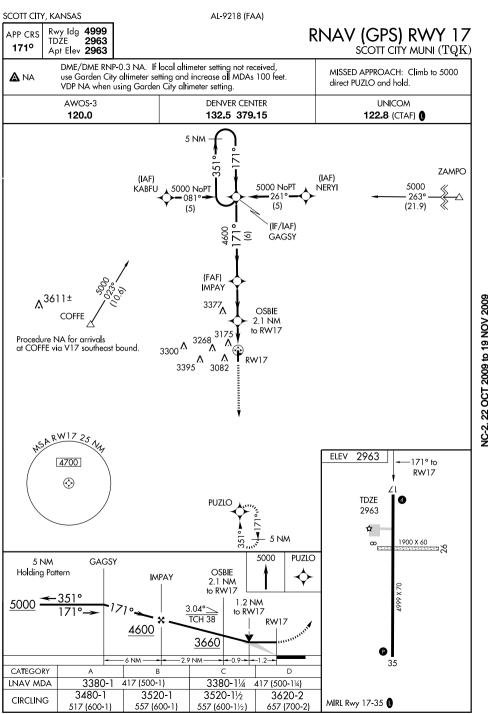
SALINA, KANSAS AL-362 (FAA) 6510 RNAV (GPS) RWY 30 Rwy Ida APP CRS TDŹE 1273 305° SALINÁ MUNI (SLN) 1288 Apt Elev MISSED APPROACH: V Circling NA for Cat D southwest of runway 12-30. DME/DME RNP-0.3 NA. When local altimeter setting not received, use McPherson altimeter setting and increase all MDA 100 feet and LNAV Climb to 3400 direct Δ Cat C /D and circling Cat C visibility 1/4 mile. VDP NA when using McPherson altimeter setting. HEMTU and hold. KANSAS CITY CENTER SALINA TOWER ★ GND CON UNICOM ATIS 134.9 363.2 119.3 (CTAF) 0 257.7 121.9 397.9 120.15 122.95 HEMTU 4 NM 1774 ۸ 1530 30 NM to WASNI * ARTHURAN ARTHURA 1392 1860 429± 3400 1895 ۸₁₄₂₇ RW30 WASNI CUTER 2.3 NM to **RW30** (IAF) WASŃI (FAF) R-3601A **EMYIC** 2131 30 NM to 4 NM IRACE 3400 HISIX 30 MW 10 Mg. (IAF) HISIX **ELEV 1288** Λ_{1291±} ۸₁₃₇₅ 3400 **HEMTU** ∧^{1291±} 4 NM **IRACE** 1347 Holding Pattern 1302مج **EMYIC** CUTEP 2.3 NM to 306° 3400 306° **RW30** ■1388 4300 1.1 NM X 75 + 1405± to RW30 3000 36 RW30 1429± ≤3.04° 1347 ۸ TCH 45 1312 2040 3.5 1.1 NM 1.2 NM 2.9 NM-6.1 NM -**TDZE** 1273 CATEGORY Α 1680-11/4 407 (400-11/4) LNAV MDA 1680-1 407 (400-1) 305° to RW30 HIRL Rwy 17-35 1840-11/2 1840-2 CIRCLING 1820-1 532 (600-1) MIRL Rwy 12-30 (552 (600-11/2) 552 (600-2)

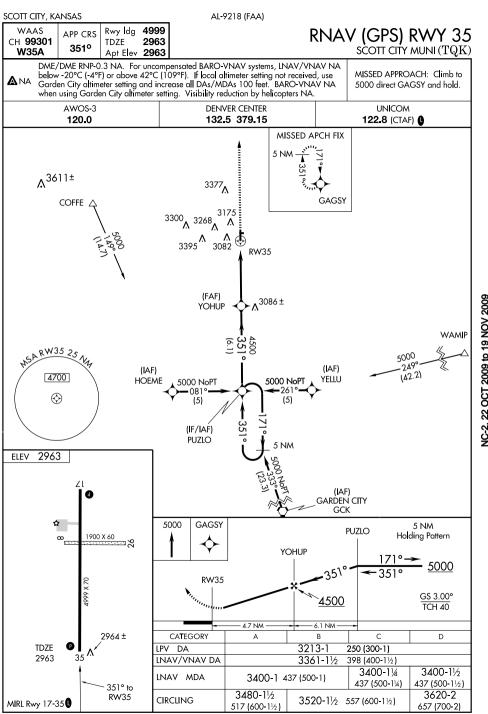
NC-2 22 OCT 2009 to 19 NOV 2009

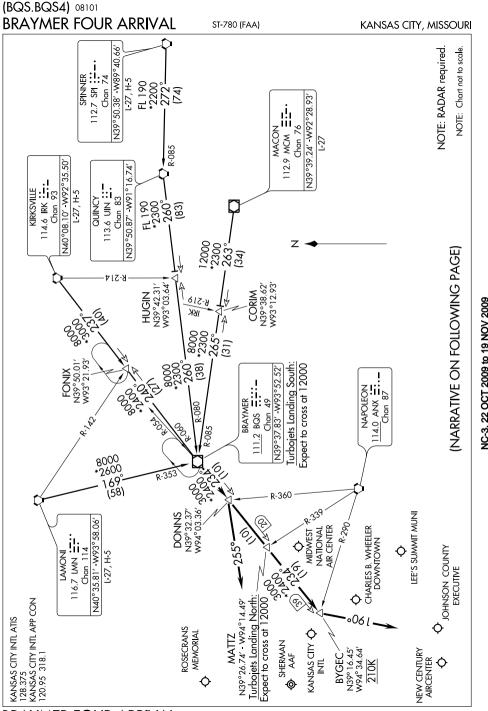












(BQS.BQS4) 08101 BRAYMER FOUR ARRIVAL

ST-780 (FAA)

KANSAS CITY, MISSOURI

ARRIVAL DESCRIPTION

KIRKSVILLE TRANSITION (IRK.BQS4): From over IRK VORTAC via IRK R-237 to FONIX INT, then via BQS R-060 to BQS VOR/DME. Thence. . . .

LAMONI TRANSITION (LMN.BQS4): From over LMN VORTAC via LMN R-169 and BQS R-353 to BQS VOR/DME. Thence. . . .

MACON TRANSITION (MCM.BQS4): From over MCM VOR/DME via MCM R-263 to CORIM INT, then via BQS R-085 to BQS VOR/DME. Thence. . . .

SPINNER TRANSITION (SPI.BQS4): From over SPI VORTAC via SPI R-272 and UIN R-085 to UIN VORTAC, then via UIN R-260 to HUGIN INT, then via BQS R-080 to BQS VOR/DME. Thence. . . .

LANDING KANSAS CITY INTL: Rwys 1L/R: From over BQS VOR/DME via BQS R-234 to BYGEC INT then via

heading 190°. Thence. . . . Rwys 19L/R: From over BQS VOR/DME via BQS R-234 to DONNS INT then via

heading 255°. Thence. . . .

Rwys 9, 27: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

LANDING CHARLES B. WHEELER DOWNTOWN (MKC): Rwys 1,3: From over BQS VOR/DME via BQS R-234 to BYGEC INT then via

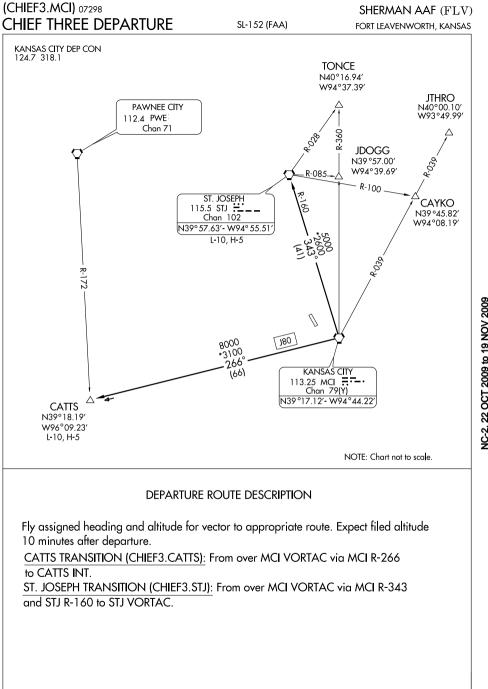
heading 190°. Thence. . . .

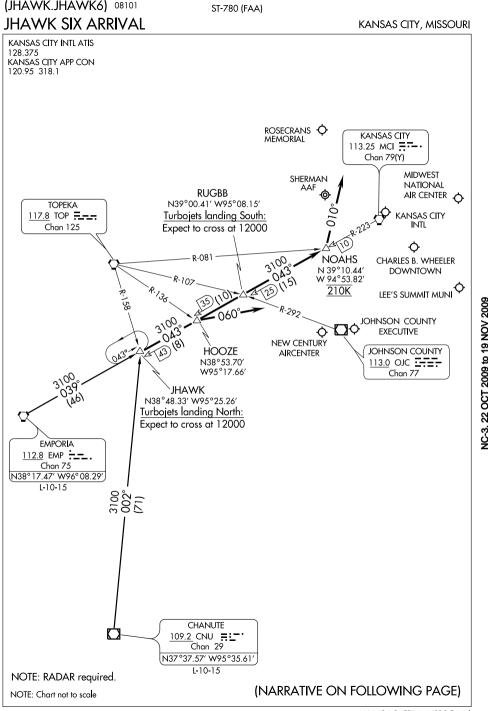
Rwys 19,21: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

LANDING OLATHE/JOHNSON COUNTY EXECUTIVE (OJC) and OLATHE/NEW CENTURY AIRCENTER (IXD): From over BQS VOR/DME via

BQS R-234 to BYGEC INT then via heading 190°. Thence. . . . ALL OTHER AIRPORTS: From over BQS VOR/DME via BQS R-234 to DONNS

INT. Thence. Expect radar vectors to final approach course.





ST-780 (FAA)

KANSAS CITY, MISSOURI

22 OCT 2009 to 19 NOV 2009

ARRIVAL DESCRIPTION

CHANUTE TRANSITION (CNU.JHAWK6): From over CNU VOR/DME via CNU R-002 to IHAWK INT Thence

EMPORIA TRANSITION (EMP.JHAWK6): From over EMP VORTAC via EMP R-039 and MCLR-223 to JHAWK INT. Thence.

LANDING KANSAS CITY INTL (MCI):

Rwys 19L/R: From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence.... Rwys 1L/R: From over JHAWK INT via MCI R-223 to HOOZE INT then via heading

060°. Thence....

Rwys 9, 27: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...

LANDING CHARLES B. WHEELER DOWNTOWN (MKC): Rwys 1, 3: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...

Rwys 19, 21: From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence...

LANDING ST. JOSEPH/ROSECRANS MEMORIAL (STJ) AND SHERMAN AAF (FLV):

From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence

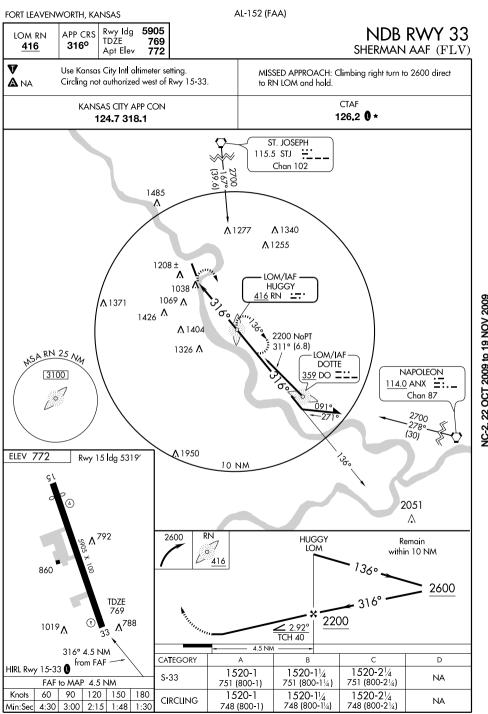
ALL OTHER AIRPORTS: From over JHAWK INT via MCI R-223 to HOOZE INT.

Thence...

....Expect radar vectors to final approach course.

(LAKES5.MCI) 09295 SHERMAN AAF (FLV) LAKES FIVE DEPARTURE SL-152 (FAA) FORT LEAVENWORTH, KANSAS KANSAS CITY DEP CON NOTE: Chart not to scale 124.7 318.1 TAKEOFF MINIMUMS: SPINNER Rwys 15, 33: Standard. 112.7 SPI MACON Chan 74 112.9 MCM **Ξ** <u>-</u> N39 °50.38′ W89 °40.66′ Chan 76 L-27, H-5 KANSAS CITY 113.25 MCI =--8000 *2400 Chan 79 (Y) N39°17.12′ W94°44.22′ R-265 085 (82) 15000 []80 *2800 **TWAIN** 075 N39°40.34' \mathbb{N} W91°26.59' (155) 25/00 H-5 RUZ 3100 *3000 V12 3100 088°-*2600 (60) 109 **FRANC** (32) N39°00.50' W92°51.02′ NAPOLEON 114.0 ANX =:. Chan 87 COLUMBIA ST. LOUIS N39°05.73′ W94°07.73 117.4 STL ∷. Chan 121 N38°48.65′ W92°13.10′ NOTE: Radar Required. 1-27 NOTE: DME Required for TWAIN and SPINNER Transitions Takeoff Obstacles: Rwy 15, road 79 feet from DER, across departure course, up to 15' AGL/779' MSL. Building 400 feet from DER, 580 feet left of centerline, 28' AGL/788' MSL. Pumphouse 444 feet from DER, 564 feet left of centerline, 23' AGL/783' MSL. Boats 1063 feet from DER, across departure course, up to 45' AGL/800' MSL. Trees 2165 feet from DER, across departure course, up to 75' AGL/838' MSL. Rwy 33, multiple trees and poles beginning 117 feet from DER, on centerline, up to 100' AGL/ 879' MSL. Levee 187 feet from DER, on centerline, 35' AGL/782' MSL. DEPARTURE ROUTE DESCRIPTION Expect vectors to appropriate route. Expect filed altitude 10 minutes after departure. COLUMBIA TRANSITION (LAKES5.COU): From over MCI VORTAC via MCI R-107 and ANX R-285 to ANX VORTAC, then via ANX R-088 to FRANC INT, then via COU R-289 to COU VOR/DME. SPINNER TRANSITION (LAKES5.SPI): From over MCI VORTAC via MCI R-075 and

SPI R-265 to TWAIN INT, then via SPI R-265 to SPI VORTAC. TWAIN TRANSITION (LAKES5.TWAIN): From over MCI VORTAC via MCI R-075 and SPI R-265 to TWAIN INT.



(RACER3.MCI) 07298 SHERMAN AAF (FLV) RACER THREE DEPARTURE SL-152 (FAA) FORT LEAVENWORTH, KANSAS KANSAS CITY DEP CON 124.7 318.1 $\sqrt{}$ KANSAS CITY 113.25 MCI = ---Chan 79(Y) N39°17.12′ W94°44.22′ 3100 164 (62) 9000 BUTLER 115.9 BUM **Ξ**≌ Chan 106 N38°16.33′ W94°29.29′ R-252 L-10-16, H-5 DOSOA N38 °10.24' W95°07.61′ H-5 SPRINGFIELD 116.9 SGF ∷=:

DEPARTURE ROUTE DESCRIPTION

Chan 116 N37°21.36′ W93°20.04′ L-16, H-5

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

BUTLER TRANSITION (RACER3.BUM): From over MCI VORTAC via MCI R-164 and

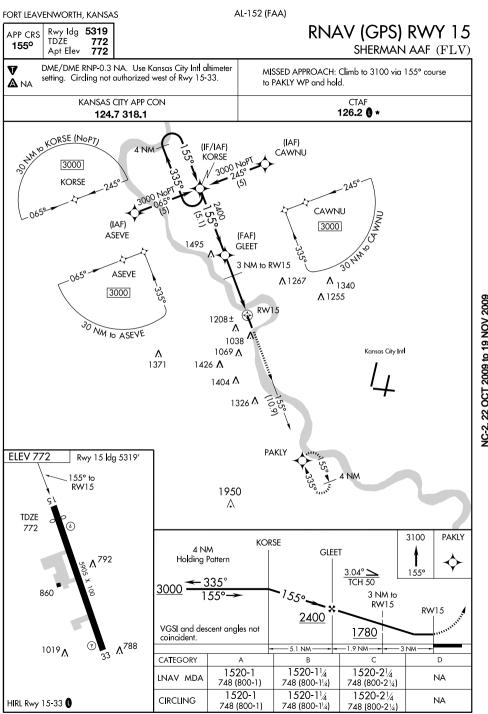
BUM R-342 to BUM VORTAC.

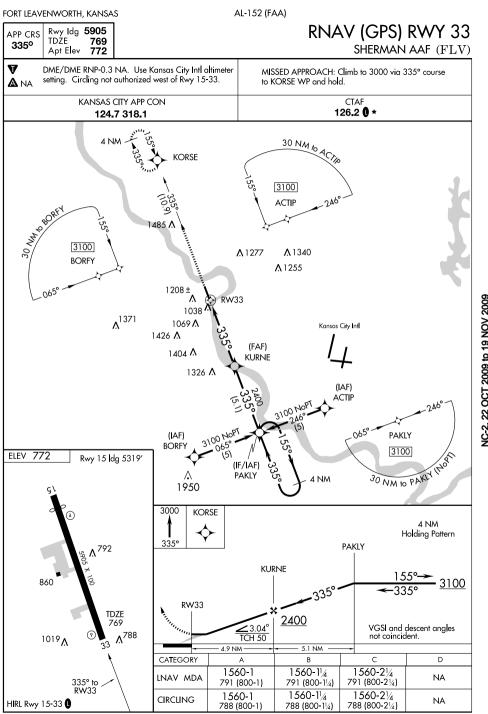
DOSOA TRANSITION (RACER3.DOSOA): From over MCI VORTAC via MCI R-190 to DOSOA INT.

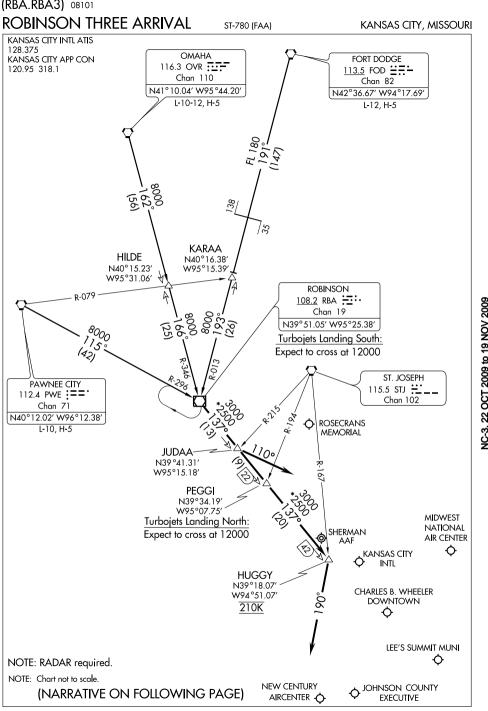
NOTE: Chart not to scale

SPRINGFIELD TRANSITION (RACER3.SGF): From over MCI VORTAC via MCI R-164 and BUM R-342 to BUM VORTAC, then via BUM R-128 and SGF R-311 to

SGF VORTAC.







ARRIVAL DESCRIPTION

FORT DODGE TRANSITION (FOD.RBA3): From over FOD VORTAC via FOD R-191 and RBA R-013 to RBA VOR/DME. Thence. . . .

OMAHA TRANSITION (OVR.RBA3): From over OVR VORTAC via OVR R-162 and

RBA R-346 to RBA VOR/DME. Thence. . . .
PAWNEE CITY TRANSITION (PWE.RBA3): From over PWE VORTAC via PWE R-115

and RBA R-296 to RBA VOR/DME. Thence. . . .

LANDING KANSAS CITY INTL:

Rwys 1L/R: From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence....

Rwys 19L/R: From over RBA VOR/DME via RBA R-137 to JUDAA INT then via heading 110°. Thence....

Rwys 9, 27: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

LANDING CHARLES B. WHEELER DOWNTOWN (MKC): Rwys 1, 3: From over RBA VOR/DME via RBA R-137 to HUGGY INT then via

heading 190°. Thence...

Rwys 19, 21: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

LANDING OLATHE/JOHNSON COUNTY EXECUTIVE (OJC) and OLATHE/ NEW

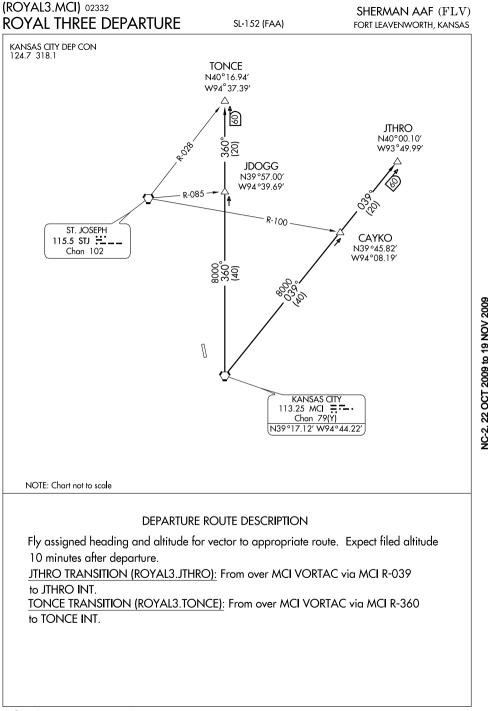
CENTURY AIRCENTER (IXD): From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence...

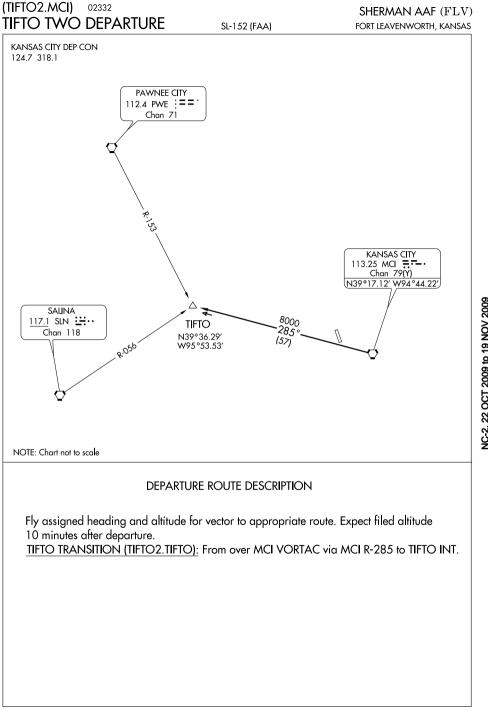
ALL OTHER AIRPORTS: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

Inence...

.... Expect radar vector to final approach course.

1





(TYGER.TYGER6) 08101 TYGER SIX ARRIVAL KANSAS CITY, MISSOURI ST-780 (FAA) KANSAS CITY INTLATIS 128.375 KANSAS CITY INTL APP CON **ROSECRANS** 120 95 318 1 MEMORIAL Ò KANSAS CITY 113.25 MCI = --Chan 79(Y) SHERMAN MIDWEST NATIONAL AIR CENTER AAF KANSAS CITY SLABB INTL N39°10.26′ W94°36.71′ 210K NAPOLEON CHARLES B. WHEELER R-275 -114.0 ANX ::.. DOWNTOWN LEE'S SUMMIT _____ Chan 87 MUNI **NEW CENTURY AIRCENTER** TRIKE N38° 50.41′ Ò JOHNSON COUNTY W94° 15.14′ **EXECUTIVE TYGER** MOŔAY N38°41.00′ - W94°05.02′ N38° 57.29′ - W94° 22.59′ Turbojets Landing North: Turbojets Landing South: Expect to cross at 12000 Expect to cross at 12000 BUTLER **KRAZO** 115.9 BUM <u>-</u> R-098 N38°07.10′ Chan 106 W93°45.65' SPRINGFIELD 116.9 SGF **∷**±: Chan 116 N37°21.36′ W93°20.04′ L-16, H-5 NOTE: RADAR required NOTE: Chart not to scale. (NARRATIVE ON FOLLOWING PAGE)

C-3 22 OCT 2009 to 19 NOV 2009

(TYGER.TYGER6) 08101 TYGER SIX ARRIVAL KANSAS CITY, MISSOURI ST-780 (FAA) ARRIVAL DESCRIPTION SPRINGFIELD TRANSITION (SGF.TYGER6): From over SGF VORTAC via SGF R-332 to TYGER INT Thence LANDING KANSAS CITY INTL (MCI): Rwys 19L/R: From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence Rwys 1L/R: From over TYGER INT via MCI R-135 to TRIKE INT then via heading 290°. Thence. . . . Rwys 9, 27: From over TYGER INT via MCI R-135 to TRIKE INT. Thence. . . .

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1, 3: From over TYGER INT via MCI R-135 to TRIKE INT. Thence... Rwys 19, 21: From over TYGER INT via MCI R-135 to SLABB INT then via

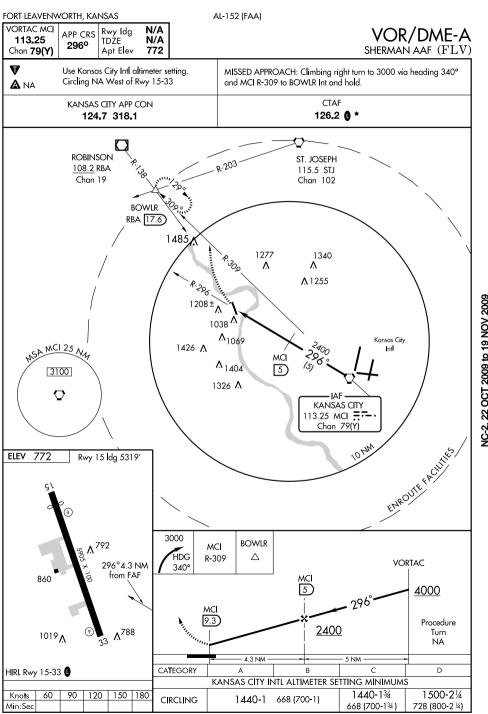
heading 010°. Thence...

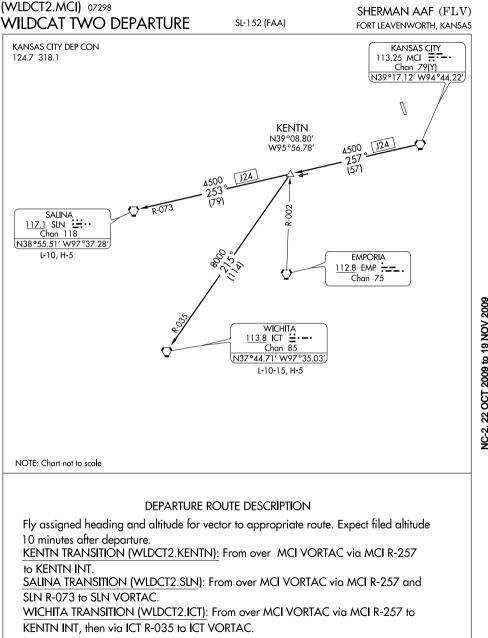
LANDING ST. JOSEPH/ROSECRANS MEMORIAL (STJ) and SHERMAN AAF (FLV): From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence...

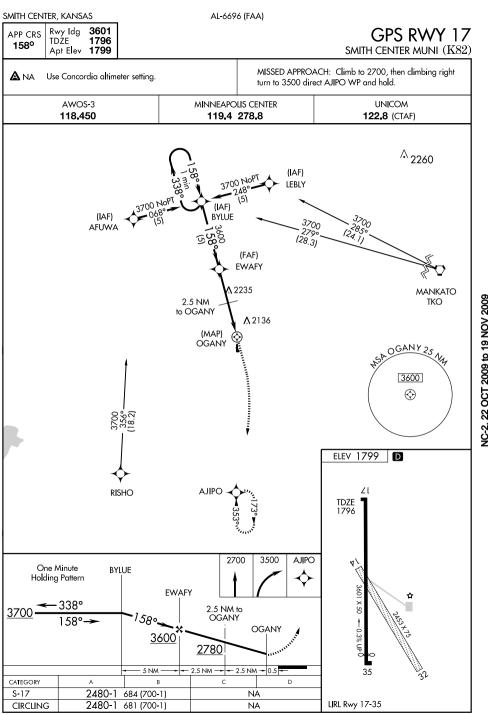
ALL OTHER AIRPORTS: From over TYGER INT via MCI R-135 to TRIKE INT. Thence...

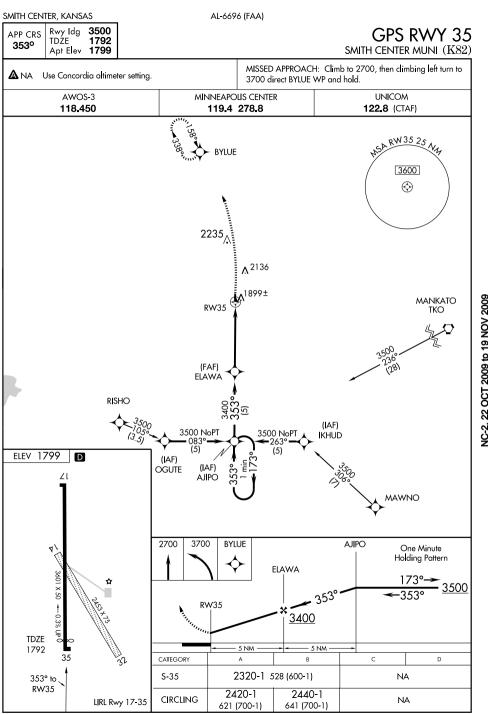
2. 2. 2. OCT 2009 to 19 NOV 2009

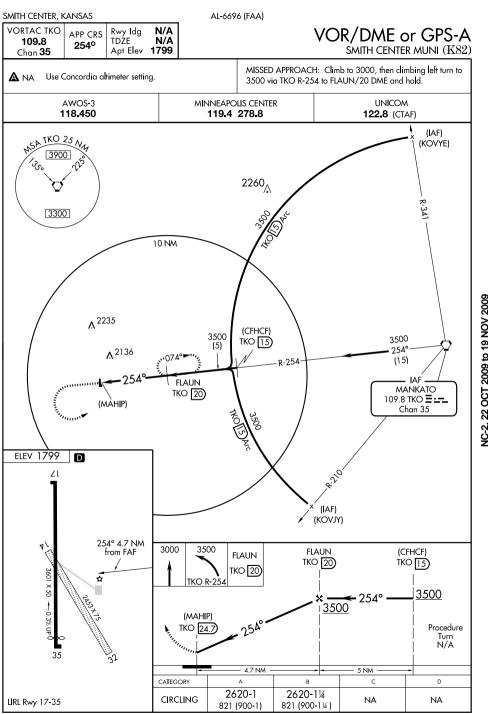
....Expect radar vectors to final approach course.

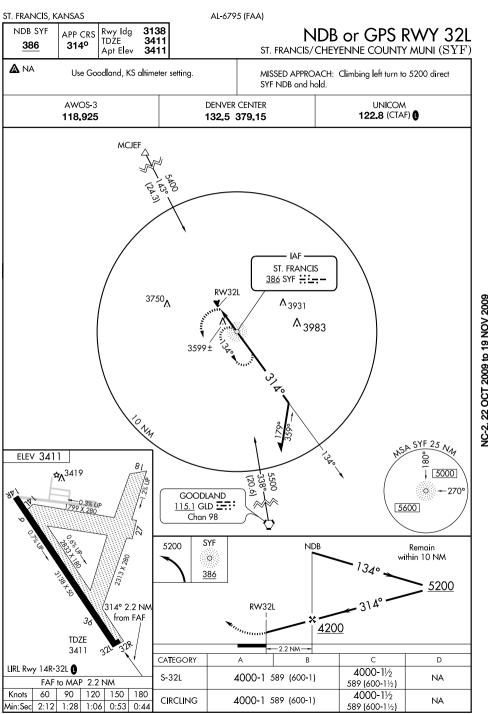


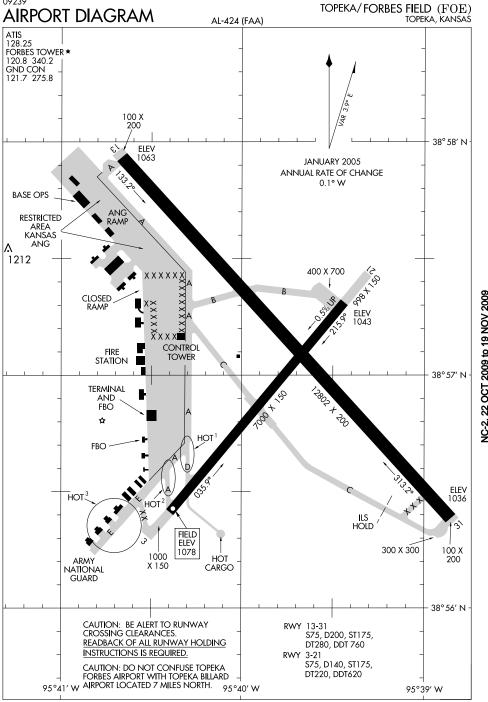


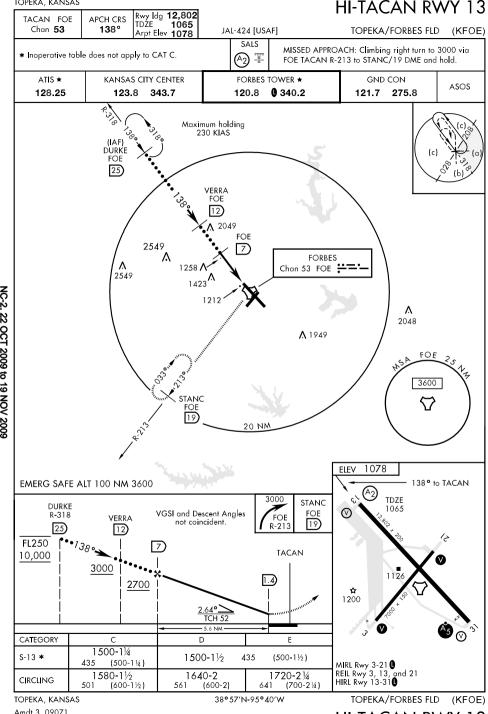


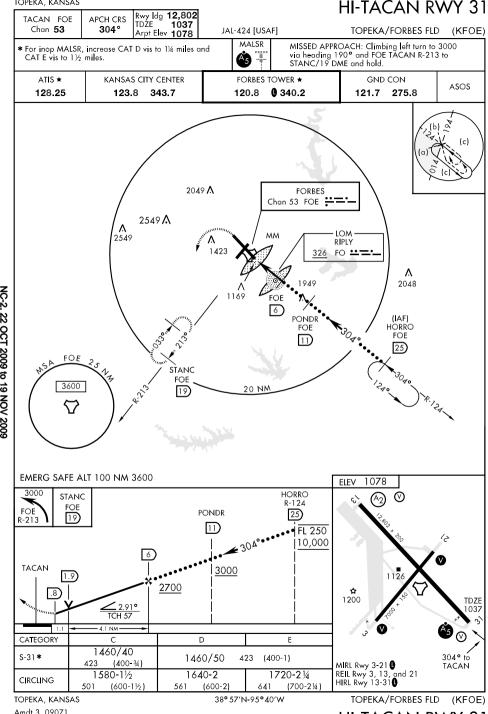












OGLOF 3000 **ELEV 1078** 1949 **^** NA to OGLOF 215° to 3100 RW21 30 NM to OGLOF **TDZE** ح/ 1047 1212 3000 **IDJOP** 4 NM 1208 VAJEG Holding Pattern 1200 KUDWF 215° 1.1 NM to RW21 2700 **RW21** <u>∕3.04</u>° TCH 51 -3.9 NM 6.1 NM-C D CATEGORY Α В 1440-11/4 1440-1 393 (400-1)

LNAV MDA

CIRCLING

1520-1

442 (500-1)

1580-1

502 (600-1)

1580-11/2

502 (600-11/2)

NC-2, 22 OCT 2009 to 19 NOV 2009

REIL Rwys 3, 13 and 21

MIRL Rwy 3-21 (

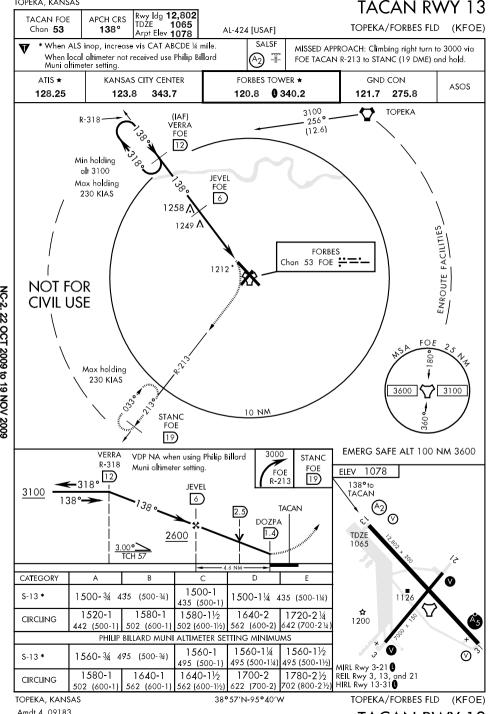
HIRL Rwy 13-31

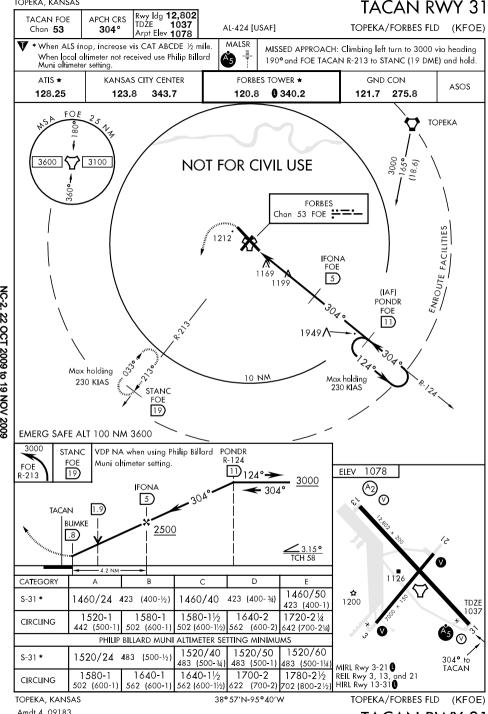
393 (400-11/4)

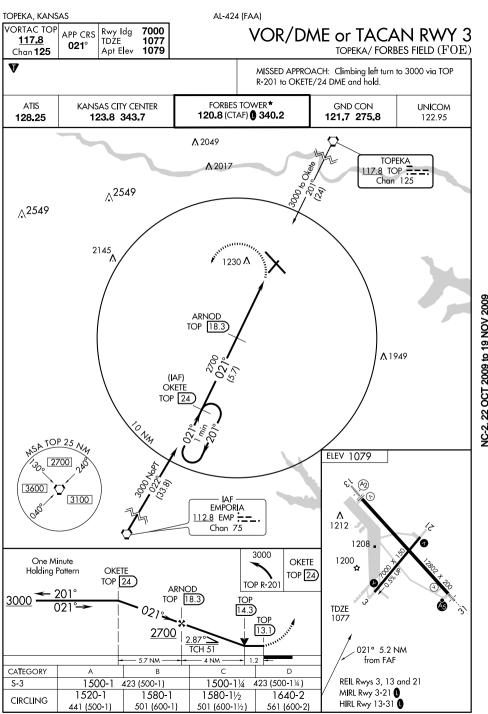
1640-2

562 (600-2)

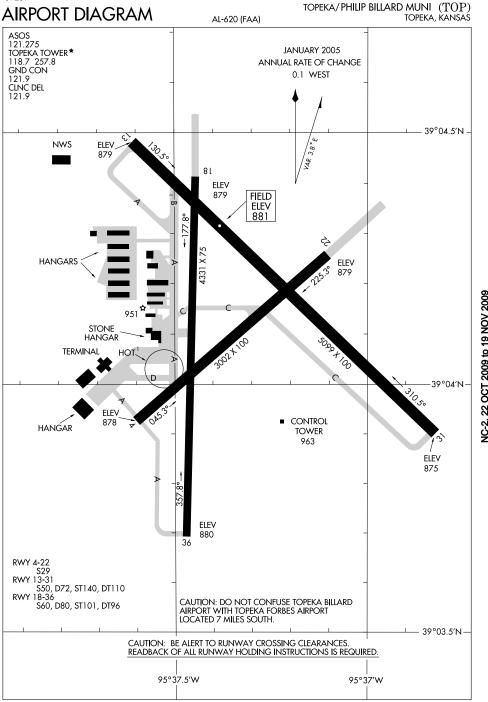
TOPEKA, KANSAS AL-424 (FAA) RNAV (GPS) RWY 31 WAAS Rwy Idg 12802 APP CRS CH **78399** TDŹE 1037 312° TOPEKA/FORBES FIELD (FOE) Apt Elev 1078 W31A V For inoperative MALSR, increase LPV all Cats visibility to RVR 4000, and LNAV/VNAV MALSR MISSED APPROACH: Cat D to RVR 5000. Baro-VNAV NA when using Philip Billard Muni altimeter setting. Α Climb to 3600 direct If local altimeter setting not received, use Philip Billard Muni altimeter setting and increase all DAs/MDAs 60 feet. Baro-VNAV NA below -17°C (2°F). DME/DME RNP-0.3 NA. IOFWO and hold VDP NA when using Philip Billard Muni altimeter setting. FORBES TOWER★ ATIS KANSAS CITY CENTER GND CON UNICOM 120.8 (CTAF) **1** 340.2 121.7 275.8 128,25 123.8 343.7 122.95 **IOFWO 1** 2049 2017 30 MM to EPVAW 2549 30 NM to HUD. าใใ 2145 3000 ¹²³⁰∧ ۸ **EPVAW** PC-2 22 OCT 2009 to 19 NOV 2009 RW31 3500 1094 HUDVO (FAF) MOYLU 1199±∧ (IAF) EPVAW ~300 HOP 222 **ERJAG** 30 NM 10 EURC 5 NM (IF/IAF) (IAF) (6) 1078 HÜDVO **ELEV** 3600 **JOFWO** 5 NM Holding Pattern FRIAG * LNAV only MOYLU *1.3 NM to 1212 3000 312° RW31 1208 . RW31 1200 GS 3.00° TCH 58 2700 1113± -3.7 NM 6 NM D CATEGORY TDZE 1037 1298/24 I PV DA 261 (300-1/2) LNAV/ DA 1357/40 1357/24 320 (300-1/2) 312° to VNAV 320 (300-34) RW31 1500/50 1500/40 1500/24 463 (500-1/2) LNAV MDA REIL Rwys 3, 13 and 21 463 (500-34) 463 (500-1) MIRL Rwy 3-21 (1520-1 1580-1 1580-11/2 1640-2 CIRCLING HIRL Rwy 13-31 0 442 (500-1) 502 (600-1) 502 (600-11/2) 562 (600-2)

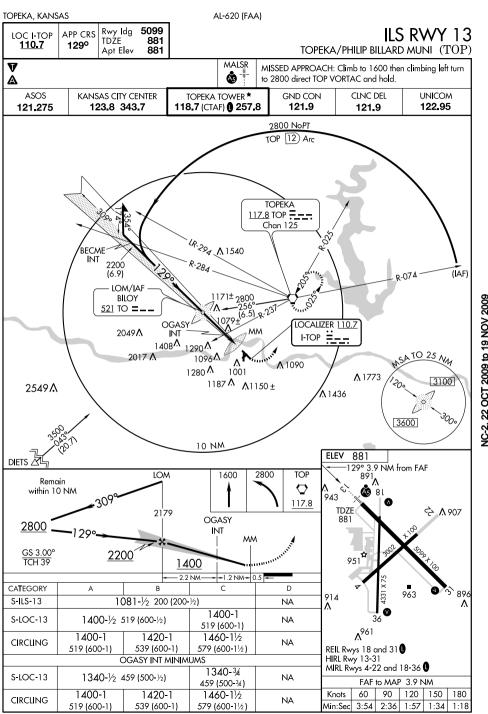


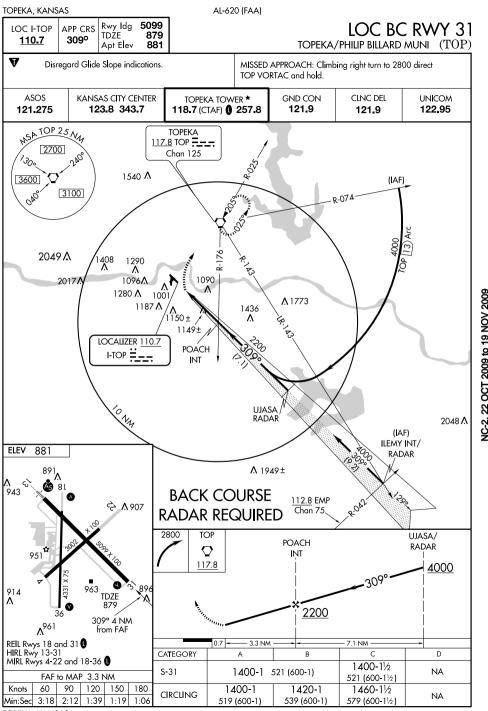


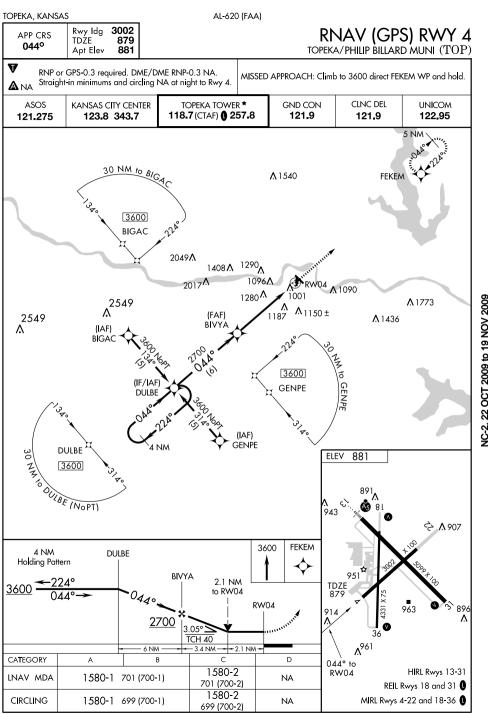


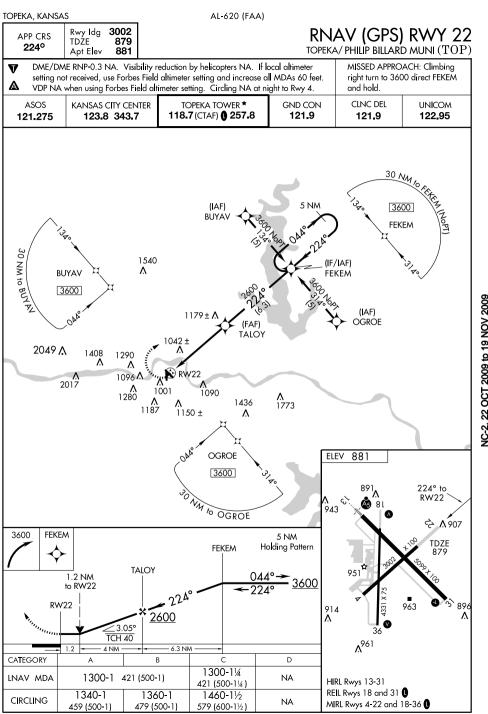
TOPEKA, KANSAS AL-424 (FAA) VORTAC TOP 7000 Rwy Idg VOR/DME or TACAN RWY 21 APP CRS 117.8 TDŹE 1047 200° TOPEKA/FORBES FIELD (FOE) Apt Elev 1079 Chan 125 V MISSED APPROACH: Climb to 3000 direct OKETE/24 DME and hold. FORBES TOWER★ ATIS KANSAS CITY CENTER GND CON UNICOM 120.8 (CTAF) **1** 340.2 123.8 343.7 121.7 275.8 128.25 122.95 IAF -TOPEKA 117.8 TOP =___ Chan 125 \$**\$**\$ Λ²⁰⁴⁹ A 2017 Philip Billard ^²⁵⁴⁹ Muni TOP NC-2, 22 OCT 2009 to 19 NOV 2009 2145 ۸ 1230 \Lambda Λ 1949 **ELEV 1079** 2700 OKETE TOP 24 3600 3100 200° 5 NM from FAF 3000 **^** 1212 One Minute TDZE 1047ع **OKETE** Holding Pattern TOP 24 VORTAC 1208 -TOP 205° 3000 1200 7 10.9 200 TOP 12 <u>27</u>00 3.01° TCH 53 3.9 NM 7 NM -CATEGORY В D Α 1440-11/4 S-21 1440-1 393 (400-1) REIL Rwys 3, 13 and 21 393 (400-11/4) MIRL Rwy 3-21 1 1520-1 1580-1 1580-11/2 1640-2 CIRCLING HIRL Rwy 13-31 441 (500-1) 501 (600-1) 501 (600-11/2) 561 (600-2)



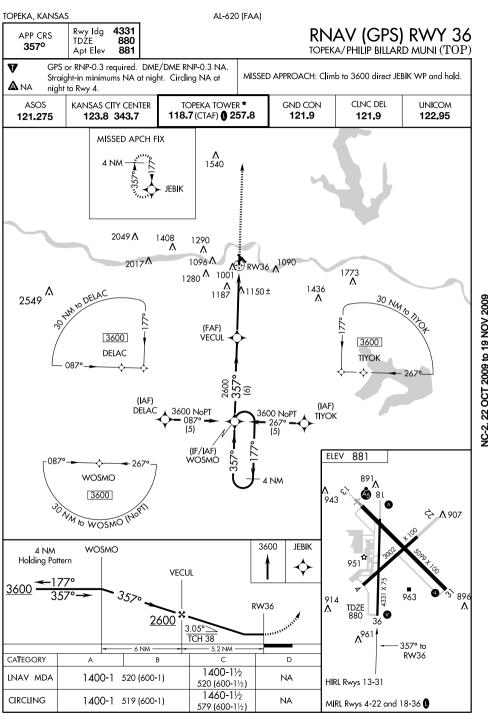


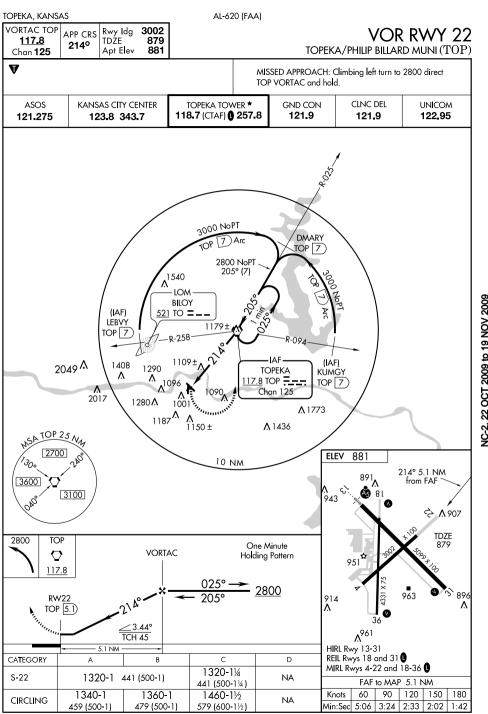


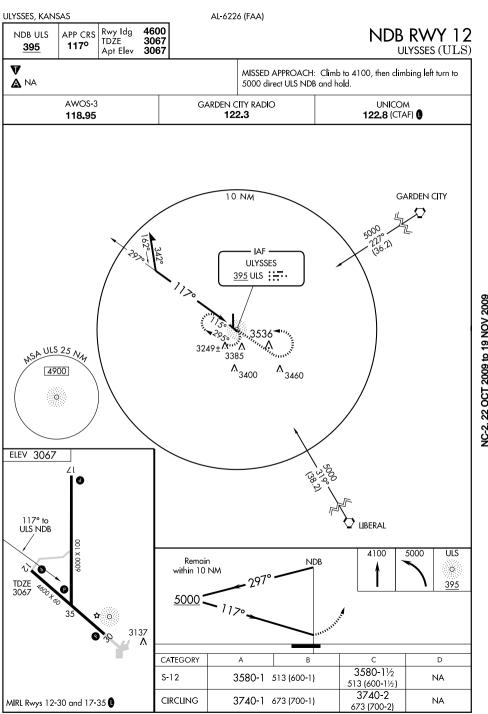


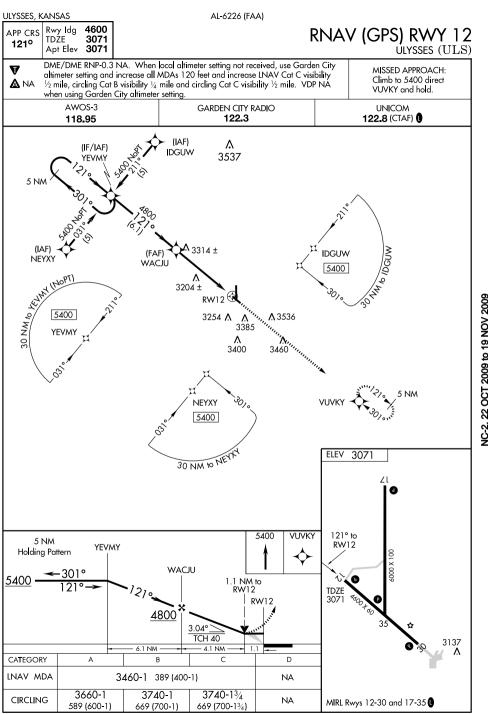


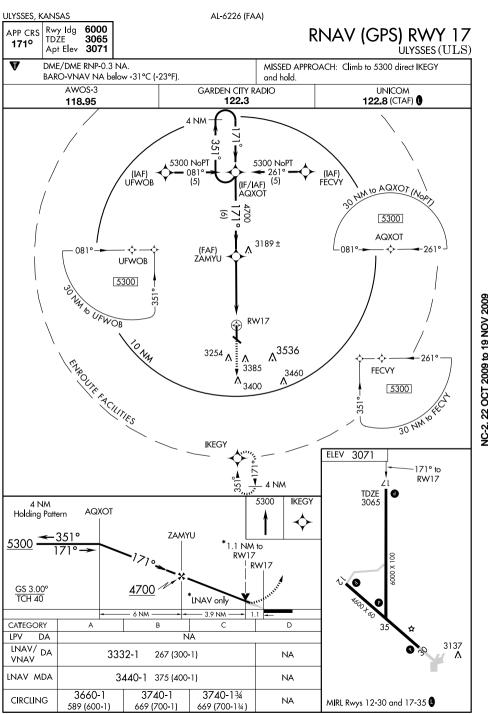
TOPEKA, KANSAS AL-620 (FAA) Rwy Ida 5099 RNAV (GPS) RWY 31 APP CRS TDŹE 879 309° TOPEKA/PHILIP BILLARD MUNI (TOP) Apt Elev 881 77 GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. MISSED APPROACH: Climb to 3600 direct KENEC WP and hold. $oldsymbol{A}$ na TOPEKA TOWER ★ ASOS KANSAS CITY CENTER GND CON CLNC DEL UNICOM 121.275 123.8 343.7 118.7 (CTAF) 0 257.8 121.9 121.9 122.95 30 MM to WUKPA KENEC 220° **∆**1540 3600 WUKPA HARAMAN AND STREET 2049 ^ 1408 A 1290 A RW31 1096 ₺ 1090 2017 1280 Å 1001 Å LOCER -1.7 NM to RW31 NC-2 22 OCT 2009 to 19 NOV 2009 **∧** 1773 30 NM to UTER 1187 1150 ± ∴ 1436 (IAF) VÜKPA (FAF) 3600 RÒGGO UTEKE 4 NM 30 NM 10 NF (IAF) UTEKE 881 **ELEV ^.** 943 **6** 81 3600 **KENEC** 4 NM Holding Pattern YAVUP 951 **ROGGO** LOCER 1.7 NM 3600 to RW31 309° 23.05° 914 **∧** RW31 TDZE 879 TCH 55 2600 **∧**⁹⁶¹ 1480 309° to RW31 +1.7 NM+ - 3.5 NM 6 NM D CATEGORY В LNAV MDA 1260-1 381 (400-1) NA REIL Rwys 18 and 31 0 HIRL Rwys 13-31 1340-1 1360-1 1460-11/2 CIRCLING NA MIRL Rwys 4-22 and 18-36 (459 (500-1) 479 (500-1) 579 (600-11/2)



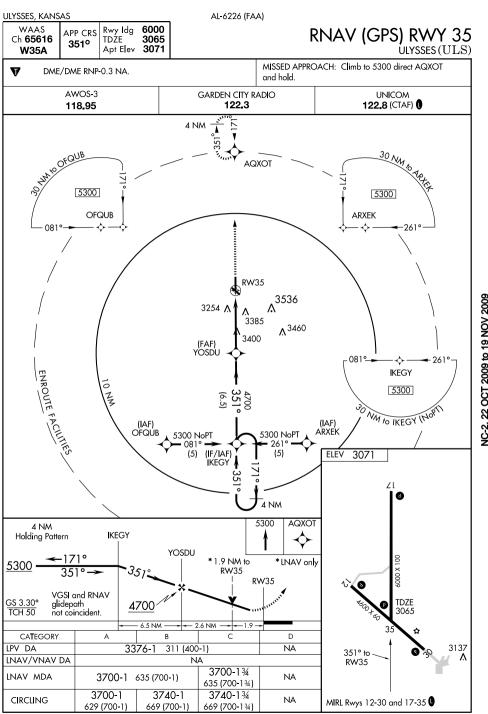


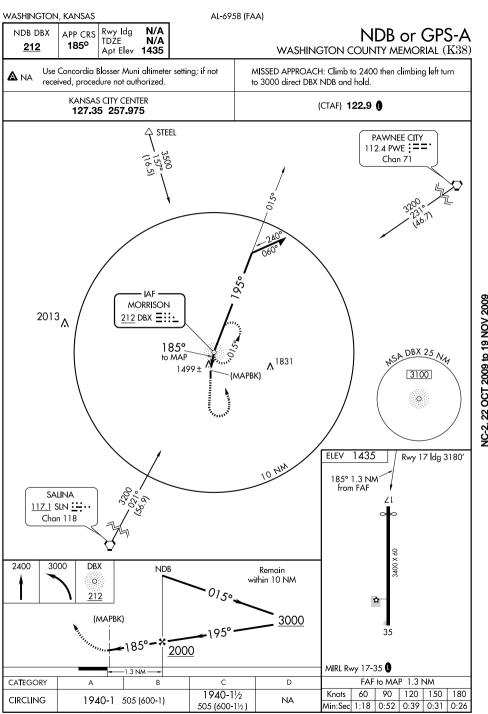


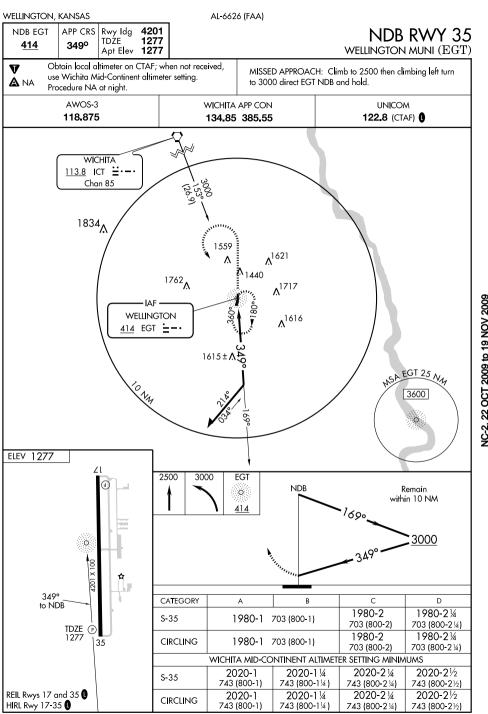


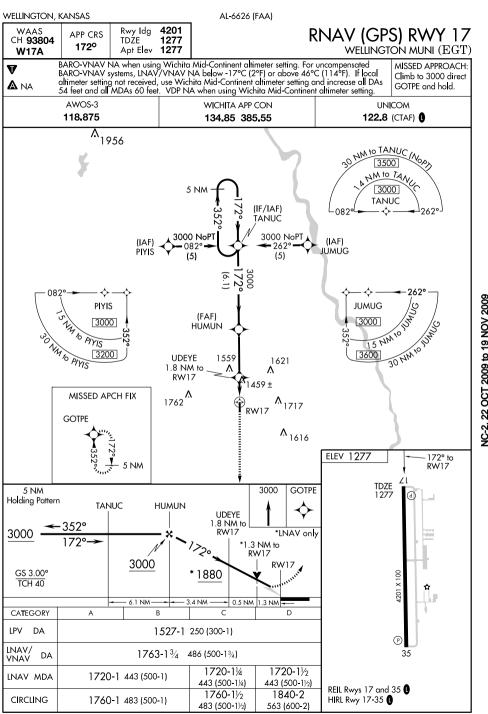


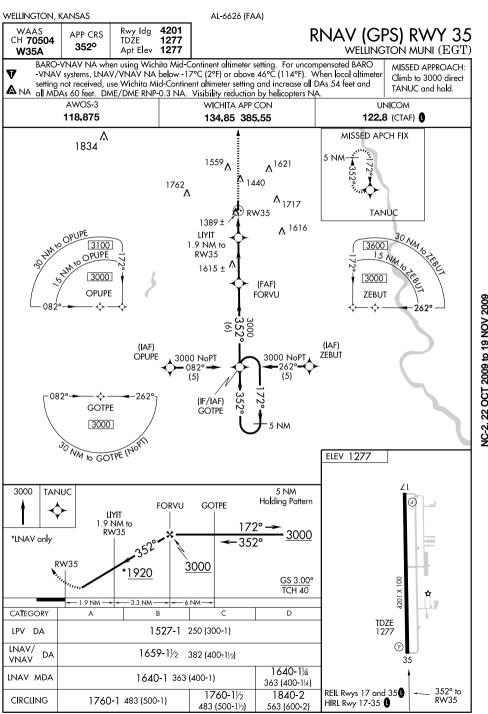
ULYSSES, KANSAS AL-6226 (FAA) 4600 Rwy Idg RNAV (GPS) RWY 30 APP CRS 3062 TDŹE 301° Apt Elev 3071 ULYSSES (ULS) V When local altimeter setting not received, use Garden City altimeter setting and MISSED APPROACH: Climb to increase all MDAs 120 feet, and LNAV Cat C visibility ¼ mile, circling Cat B A NA 5400 direct YEVMY and hold. visibility ¼ mile and circling Cat C visibility ½ mile. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. AWOS-3 GARDEN CITY RADIO UNICOM 122.3 122.8 (CTAF) 0 118.95 30 MM to ODKUW 5400 ODKUW RW30 **FEPAL** 3536 NC-2, 22 OCT 2009 to 19 NOV 2009 2.4 NM to (IAF) RW30 **ODKUW** 30 MW to AAAA 3400[^] 3460 (FAF ÌHIJÁ NM to EXUX 5 NM 5400 **EXUXY** (IF/IAF) (IAF) EXUXY ELEV 3071 5400 YEVMY 5 NM VUVKY Holding Pattern IHIJA **FEPAL** 2.4 NM to RW30 301 RW30 4700 3.45° VGSI and descent angles TCH 40 3980 not coincident. 3137 -2.4 NM -- 2.6 NM -6.1 NM TDZE 3062 D CATEGORY В 3680-11/2 LNAV MDA 3680-1 618 (700-1) NA 301° to 618 (700-11/2) RW30 3680-1 3740-1 3740-13/4 CIRCLING NA MIRL Rwys 12-30 and 17-35 669 (700-1) 669 (700-134) 609 (700-1)



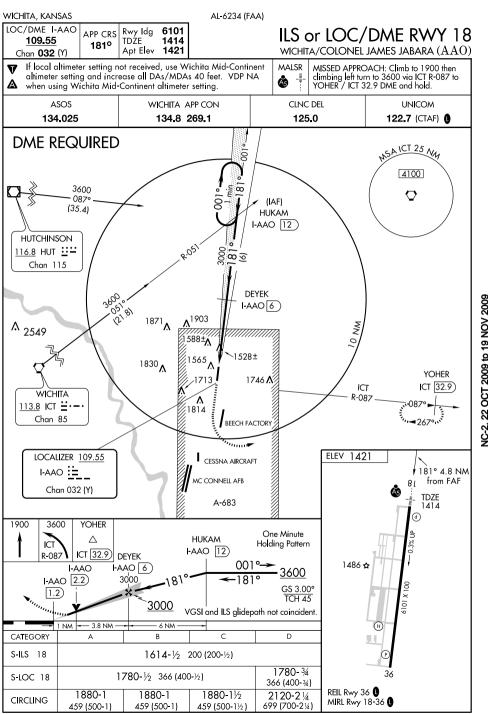


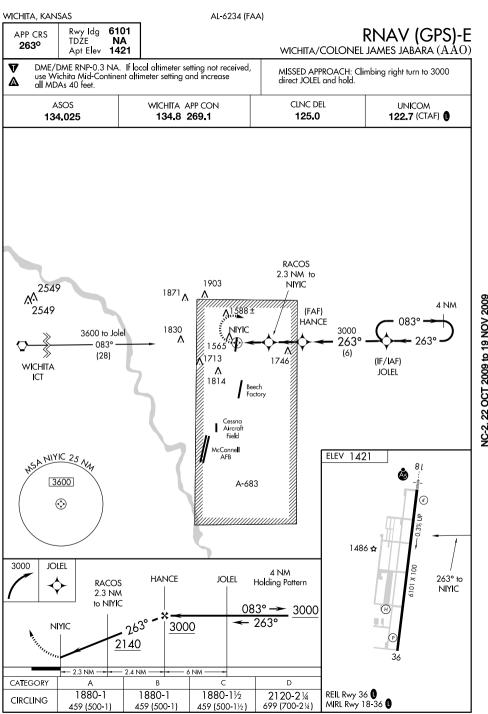


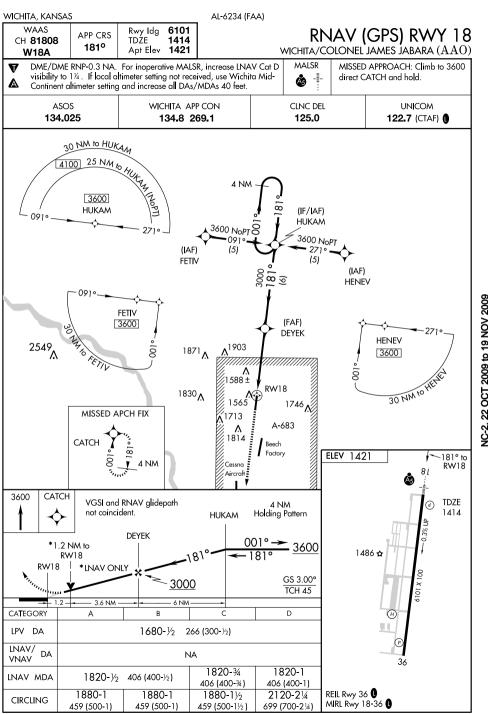


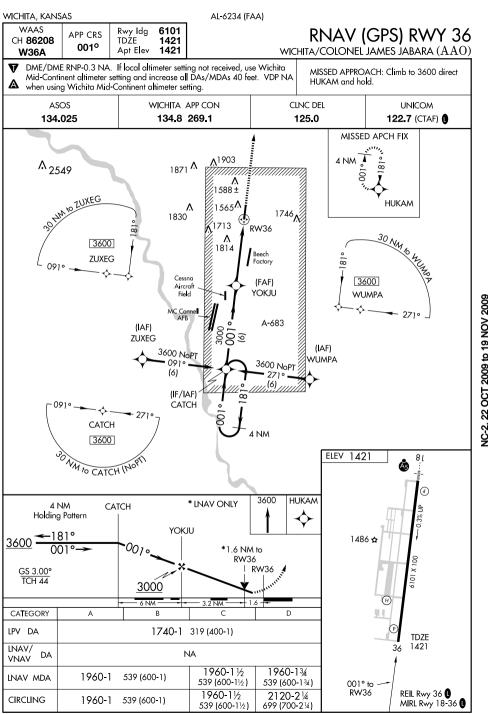


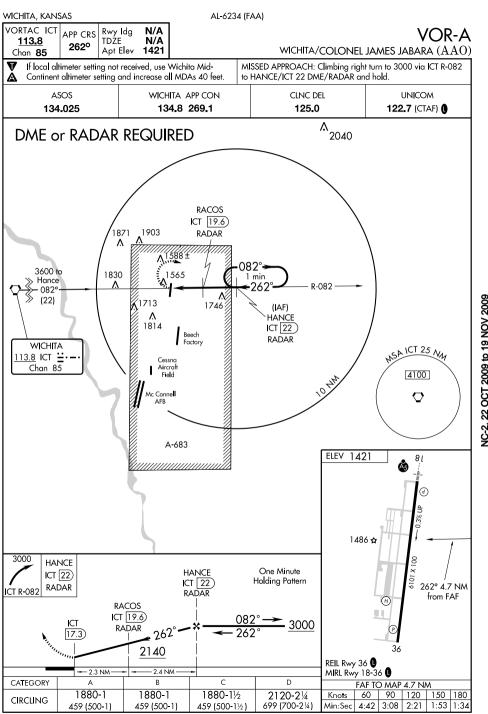
WELLINGTON, KANSAS AL-6626 (FAA) VOR/DME ICT 4201 APP CRS Rwy Ida VOR/DME RWY 17 TDŹE 1277 113.8 1520 WELLINGTON MUNI (EGT) 1277 Apt Elev Chan 85 MISSED APPROACH: Climbing right turn to 3300 via Obtain local altimeter setting on CTAF; when not V heading 290° and HUT VOR/DME R-144 to REKOC/HUT received, use Wichita Mid-Continent altimeter setting. A NA 36 DME and hold AWOS-3 WICHITA APP CON LINICOM 118.875 134.85 385.55 122.8 (CTAF) 1 IAF -1CT 28 M WICHITA 113.8 ICT **∷**• R-057 Chan 85 (IAF) 4100 KUDPY ICT 116 090°-3600 (IAF) (IF) 16 prc KUHĆU VECUD ICT [16] ICT 116 16) Arc UC-2 22 OCT 2009 to 19 NOV 2009 **REKOC** 2900 KOPNE **HUT** [36) (4) ICT 20) WELIN ۸ 1834 2800 (2) ICT [22) خ 1559 م **∧**¹⁶²¹ ۸₁₄₄₀ Regulation of the Control of the Con ۸ ₁₇₆₂ ۸¹⁷¹⁷ 1616A Procedure NA for arrival on ICT ELEV 1277 152° 4.6 NM VORTAC airway radials 130 CW 212 from FAF **VECUD** 3300 HUT REKOC ZΙ VORTAC TDZE 1277 ICT [16) KOPNE Δ . HDG 3600 ICT 20) HUT 36 R-144 290° 1520 WELIN ICT 22) 3100 3.03° > RW17 Procedure TCH 40 2900 ICT 26.6 Turn NA 2800 4 NM 16 NM -2 NM→ 4.6 NM CATEGORY Α 2100-1 2100-11/4 2100-21/2 2100-234 S-17 823 (900-234) 823 (900-1) 823 (900-11/4) 823 (900-21/2) 2100-1 2100-21/2 2100-11/4 2100-234 CIRCLING 823 (900-1) 823 (900-11/4) 823 (900-21/2) 823 (900-234) 35 WICHITA MID-CONTINENT ALTIMETER SETTING MINIMUMS 2160-23/4 2160-3 S-17 2160-11/4 883 (900-11/4) 883 (900-23/4) 883 (900-3) REIL Rwys 17 and 35 🗓 2160-23/4 2160-3 CIRCLING 2160-11/4 883 (900-11/4) HIRL Rwy 17-35 (883 (900-23/4) 883 (900-3)

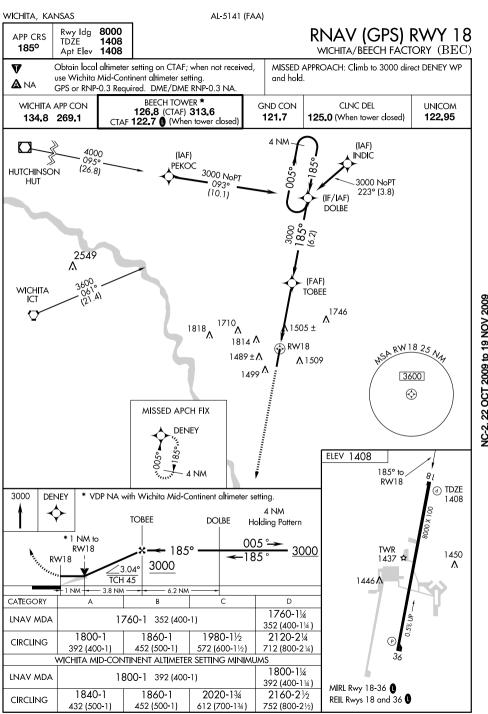


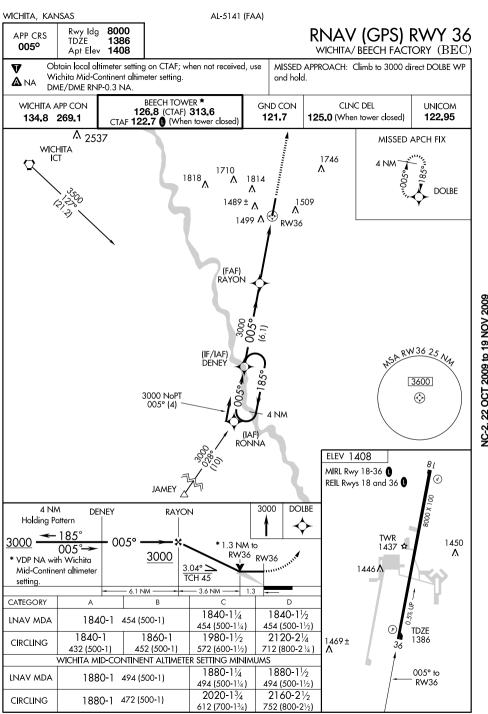


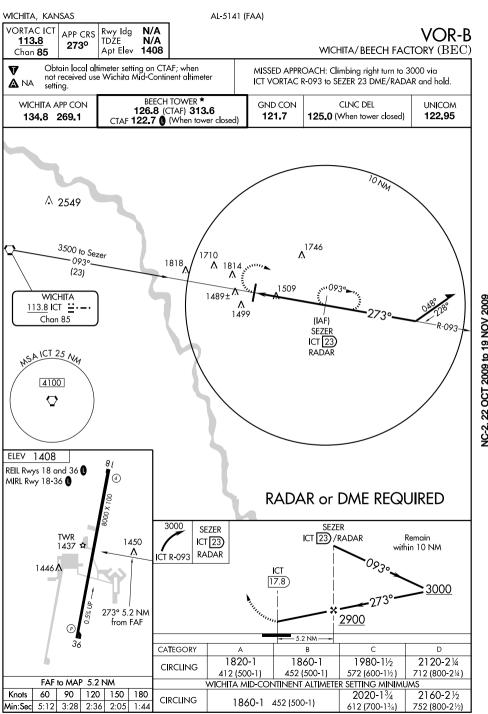






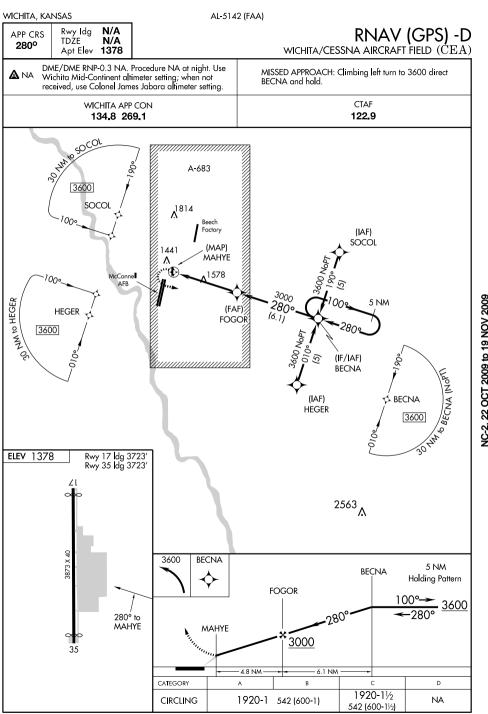


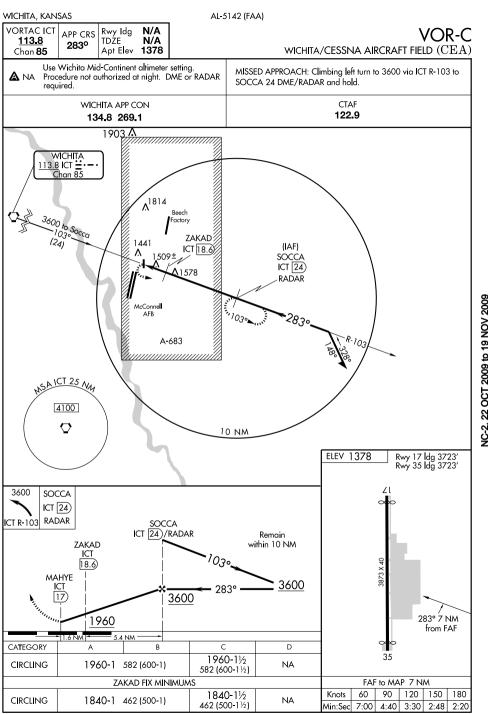


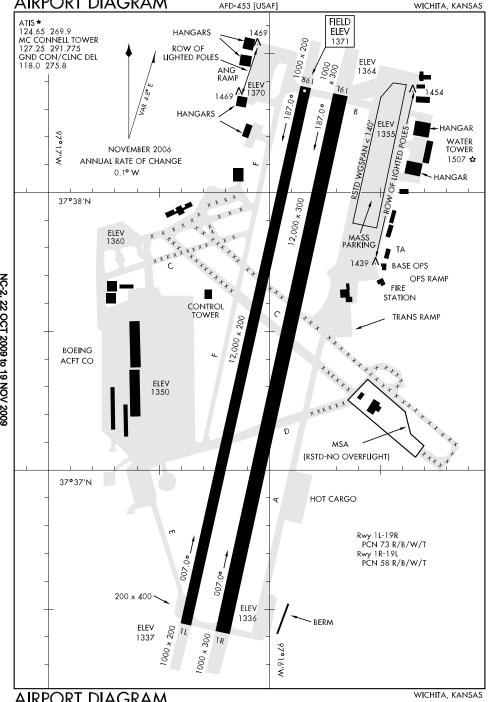


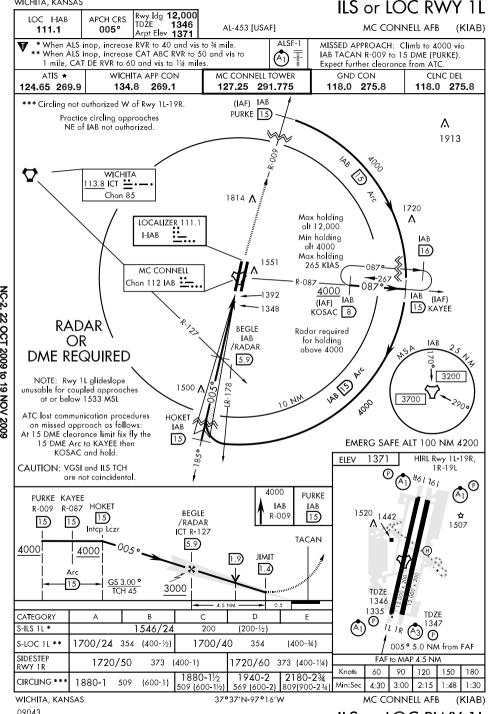
WICHITA, KANSAS AL-5141 (FAA) VORTAC ICT Rwy Ida 8000 VOR/DME RNAV RWY 18 APP CRS 113.8 TDŹE 1408 184° Apt Elev WICHITA/BEECH FACTORY (BEC)1408 Chan 85 V Obtain local altimeter setting on CTAF; when MISSED APPROACH: Climb to 3000 direct CMPNY WP not received use Wichita Mid-Continent altimeter A NA and hold. BEECH TOWER * GND CON CLNC DEL WICHITA APP CON UNICOM 126.8 (CTAF) 313.6 121.7 125.0 (When tower closed) 122.95 134.8 269.1 CTAF 122.7 (When tower closed) IAF CUBOC N37°54.18′W97°22.81° IAF 4000 307/4 INDIC 113.8 ICT 038.6°-13.5 095 N37°55.61′W97°06.62′ -1471-3000 NoPT 126.91 113.8 ICT 057.1°-25.0 - 1471 0950 (10) HUTCHINSON 116.8 HUT ::= 4 NM **RAYTH** Chan 115 N37°52.16′W97°10.44′ 3000 113.8 ICT 062.0°-20.9 184° (5) - 1471 -2549 IAF/FAF THEON N37°47.24'W97°11.60' 2 2 2 2 OCT 2009 to 19 NOV 2009 ¹⁷⁴⁶∧ 113.8 ICT 075.2°-18.8 -1471 1710 1818 1814 ۸ MAP **EGBOY** N37°42.32′W97°12.75′ MSA EGBOY 25 14 1489± **∧ ^** 113.8 ICT 090.6°-17.8 **^** 1499 -1471-3600 3000 to Theon 004° (11.3) **CMPNY** N37°36.10′W97°14.20′ 113.8 ICT 110.4°-18.6 1471-ELEV 1408 184° to 3000 **CMPNY** 81 MAP WP THEON 4 NM **TDZE** WP Holding Pattern 1408 (d) **EGBOY** 004° MAP WP 3000 184° 3000 TWR 1450 ŵ 1437 Λ 1446 A 5 NM CATEGORY В С D 1940-11/2 1940-13/4 S-18 1940-1 532 (600-1) 532 (600-134) 532 (600-11/2) 2120-21/4 1980-11/2 **CIRCLING** 1940-1 532 (600-1) 572 (600-11/2) 712 (800-21/4) WICHITA MID-CONTINENT ALTIMETER SETTING MINIMUMS 36 1960-13/4 1960-1³/₄ S-18 1960-1 552 (600-1) 552 (600-13/4) 552 (600-1%) MIRL Rwy 18-36 🗓 2020-13/4 2160-21/2 CIRCLING 1960-1 552 (600-1) REIL Rwys 18 and 36 U 612 (700-13/4) 752 (800-21/2)

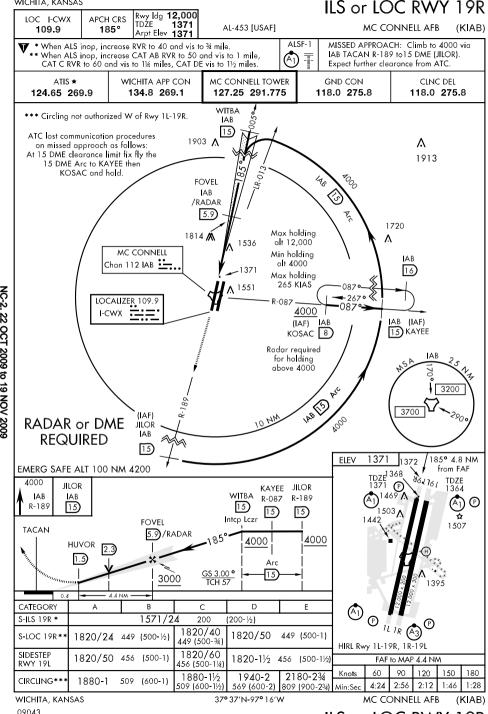
WICHITA, KANSAS AL-5141 (FAA) VORTAC ICT Rwy Ida 8000 VOR/DME RNAV RWY 36 APP CRS 113.8 TDŹE 1386 004° Apt Elev WICHITA/BEECH FACTORY (BEC) 1408 Chan 85 V Obtain local altimeter setting on CTAF; when not MISSED APPROACH: Climb to 3000 direct THEON WP received use Wichita Mid-Continent altimeter setting. A NA and hold. BEECH TOWER * WICHITA APP CON GND CON CLNC DEL UNICOM 126.8 (CTAF) 313.6 121.7 122.95 134.8 269.1 125.0 (When tower closed) CTAF 122.7 (When tower closed) 2549 THEON 3000 to Cmpny N37°47.24'W97°11.60' 184° (11.3) 113.8 ICT 075.2°-18.8 1746 A - 1471 -1710 1818 ر ¹⁸¹⁴ 1489±Λ **∧**1509 -MAP 1499 **FCTRY** 2 NM to Fctry N37°38.07′W97°13.74′ N37°41.02′W97°13.05′ 113.8 ICT 094.8°-17.8 - 1471 -2 2 2 2 OCT 2009 to 19 NOV 2009 IAF/FAF CMPNY N37°36.10′W97°14.20′ 113.8 ICT 110.4°-18.6 840 -1471-NSA FCTRY 25 Ny 3000 004° (5) 3600 MORRR N37°31.18'W97°15.35' 113.8 ICT 123.8°-20.7 IAF-**RONNA** 1471 N37°26.25′W97°16.49 113.8 ICT 134.3°-23.6 **ELEV** 1408 1471 Sol. MIRL Rwy 18-36 REIL Rwys 18 and 36 0 **JAMEY** CMPNY 3000 THEON 4 NM Holding Pattern WP 2 NM from MAP WP *-004°. 3000. **FCTRY** 3000 **TWR** MAP WP 1450 1437 *2060 * 2100 when usina Wichita Λ Mid-Continent altimeter setting 1446 A -3 NM--2 NM CATEGORY П 1880-11/4 1880-11/2 S-36 1880-1 494 (500-1) 494 (500-11/2) 494 (500-11/4) 2120-21/4 1980-11/2 **CIRCLING** 1880-1 472 (500-1) 572 (600-11/2) 712 (800-21/4) **TDZE** WICHITA MID-CONTINENT ALTIMETER SETTING MINIMUMS 36 1386 1920-134 1920-13/4 S-36 1920-1 534 (600-1) 534 (600-1¾) 534 (600-13/4) 004° to MAP WP 2020-13/4 2160-21/2 CIRCLING 1920-1 512 (600-1) 612 (700-134) 752 (800-21/2)

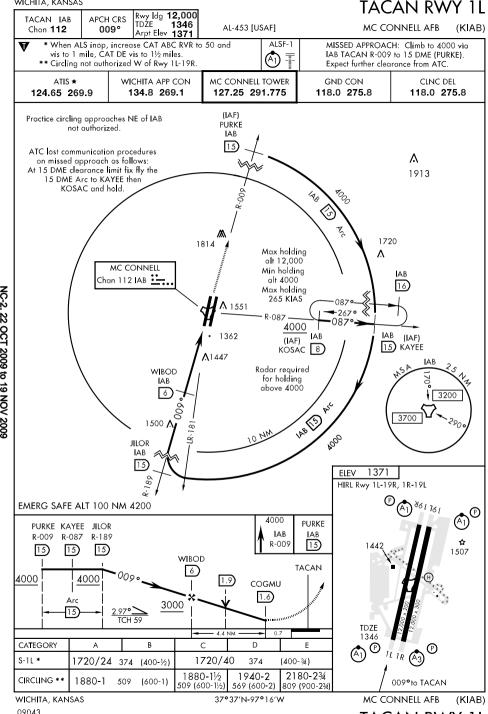










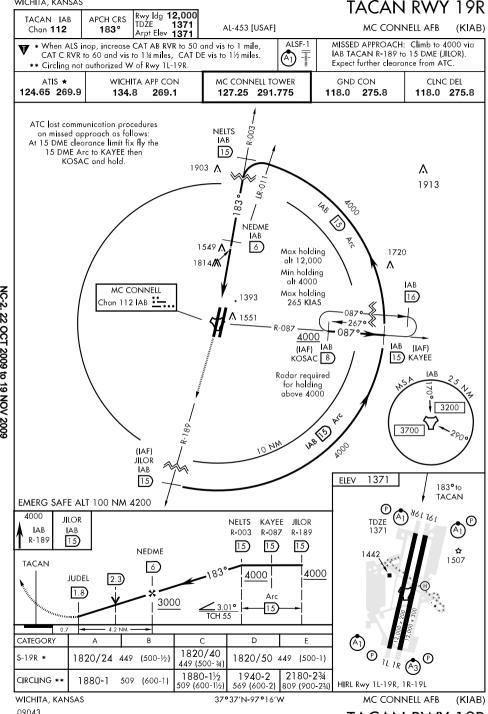


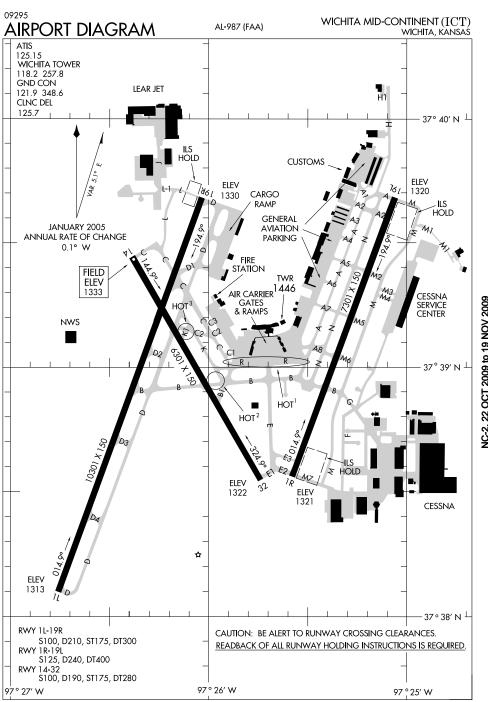
WICHIIA. KANSAS TACAN RWY 1R Rwy ldg **12,000** TDZE **1347** TACAN IAB APCH CRS 0020 AL-453 [USAF] MC CONNELL AFB (KIAB) Chan 112 Arpt Elev 1371 SSALR * When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile. MISSED APPROACH: Climb to 4000 via CAT D RVR to 60 and vis to 1 ¼ miles, CAT E vis to 1½ miles. IAB TACAN R-009 to 15 DME (PURKE). ** Circling not authorized W of Rwy 1L-19R. Expect further clearance from ATC. MC CONNELL TOWER ATIS * WICHITA APP CON GND CON CLNC DEL 134.8 269.1 127.25 291.775 118.0 275.8 118.0 275.8 124.65 269.9 (IAF) Practice circling approaches NE of IAB PURKE not authorized. IAB 15 ATC lost communication procedures Λ 1913 on missed approach as follows: At 15 DME clearance limit fix fly the 15 DME Arc to KAYEE then KOSAC and hold. 3 1814 1720 Max holding alt 12,000 ۸ MC CONNELL Min holding IAB Chan 112 IAB :-alt 4000 16 Max holding **265 KIAS** 087°— ►267°≪ 1551 R-087 -087°-1371 4000 IAB (IAF) (IAF) 15 1362 KAYEE KOSAC Radar required HEPDU for holding IAB above 4000 6 1571 NE DEC 3200 3700 10 MM HEKLO IAB 15 1371 **ELEV** -R-1824 HIRL Rwy 1L-19R, 1R-19L EMERG SAFE ALT 100 NM 4200 161 161 4000 PURKE PURKE KAYEE HEKLO ΙAΒ IAB R-009 R-087 R-182 R-009 15 15) 15) 15) 1507 HEPDU TACAN 6 4000 4000 2.0 WOVIL 1.6) Arc 3000 15 2.96°. TCH 64 A A NM (A) (P) 1/2 1/2 (A) CATEGORY В D TDZE Α С 1347 1740/24 1740/40 1740/50 S-1R * (P) 393 (400-1/2) 393 (400-34) 393 (400-1) 1880-1½ 1940-2 2180-23/4 CIRCLING ** (600-1) 1880-1 509 002° to TACAN 509 (600-11/2) 809 (900-2%) 569 (600-2) 37°37′N-97°16′W (KIAB) WICHITA, KANSAS MC CONNELL AFB 00013

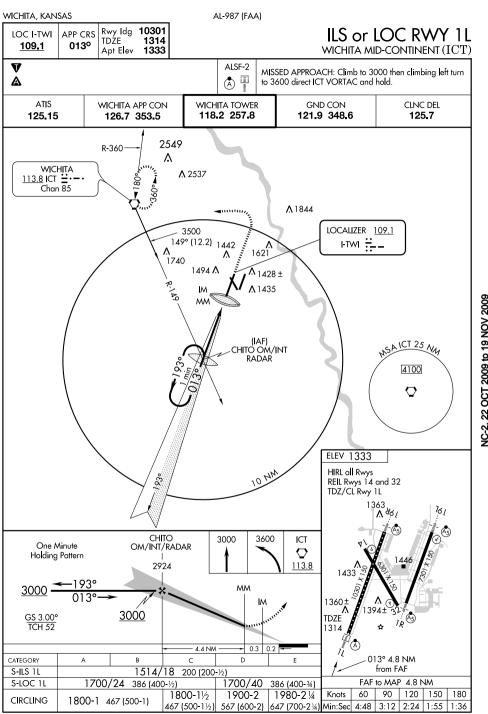
NC-2, 22 OCT 2009 to 19 NOV 2009

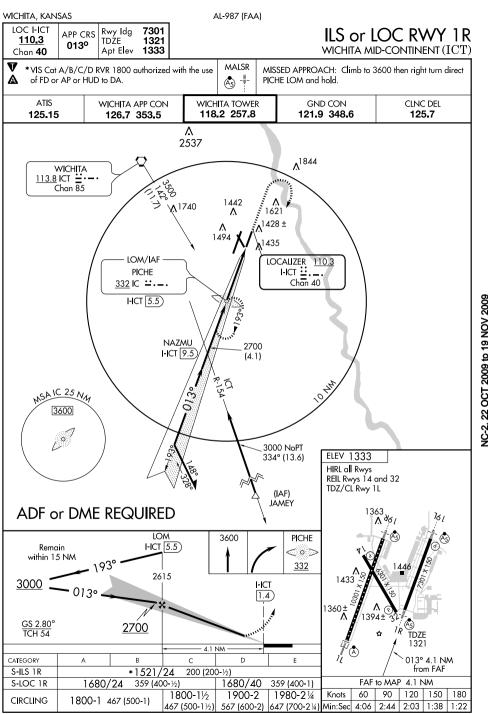
WICHIIA. KANSAS TACAN RWY 19L Rwy ldg **12,000** TDZE **1364** TACAN IAB APCH CRS 189° AL-453 [USAF] MC CONNELL AFB (KIAB) Chan 112 Arpt Elev 1371 ALSF-1 * When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, MISSED APPROACH: Climb to 4000 via CAT C RVR to 60 and vis to 11/2 miles, CAT DE vis to 11/2 miles. (A_1) IAB TACAN R-189 to 15 DME (JILOR). Expect further clearance from ATC. ** Circling not authorized W of Rwy 1L-19R. WICHITA APP CON MC CONNELL TOWER ATIS ★ GND CON CLNC DEL 124.65 269.9 134.8 269.1 127.25 291.775 118.0 275.8 118.0 275.8 ATC lost communication procedures PURKE on missed approach as follows: IAB At 15 DME clearance limit fix fly the 15 15 DME Arc to KAYEE then KOSAC and hold. 1903 ∧ Λ 1913 ~4.01>. 40 **⟨**⟨⟩ 1814 WARUN 1549 **∧**∕∕∕∕∕ Max holding 1720 6 alt 12,000 ۸ 1536 Min holding MC CONNELL alt 4000 IAB 1371 Chan 112 IAB 🟪 Max holding 16 • 1404 265 KIAS 0879 A 1551 R-087 4000 ΑB (IAF) IAB (IAF) 15) KAYEE 8 KOSAC IAB Radar required for holding above 4000 3200 IAB (5) 3700 10 MM 1000 (IAF) JILOR IAB 1371 189° to 15 **ELEV** TACAN EMERG SAFE ALT 100 NM 4200 TDZE 861761 1364 4000 JILOR **PURKE** JILOR KAYEE IAB IAB R-009 R-087 R-189 R-189 15 15) 15) 15) ☆ WARUN 1507 TACAN (a) 4000 4000 WAVEX 1.8 Arc 3000 <u> 3.02°</u> TCH 55 15 4.2 NM В D CATEGORY Α C Ε 1820/40 P S-19L* 1820/24 456 (500-1/2) 1820/50 456 (500-1)11 1R (A3) 456 (500-34) 1880-11/2 2180-23/4 1940-2 CIRCLING ** 1880 - 1509 (600 - 1)HIRL Rwy 1L-19R, 1R-19L 509 (600-11/2) 809 (900-234) 569 (600-2) 37°37′N-97°16′W WICHITA, KANSAS MC CONNELL AFB (KIAB) 00013

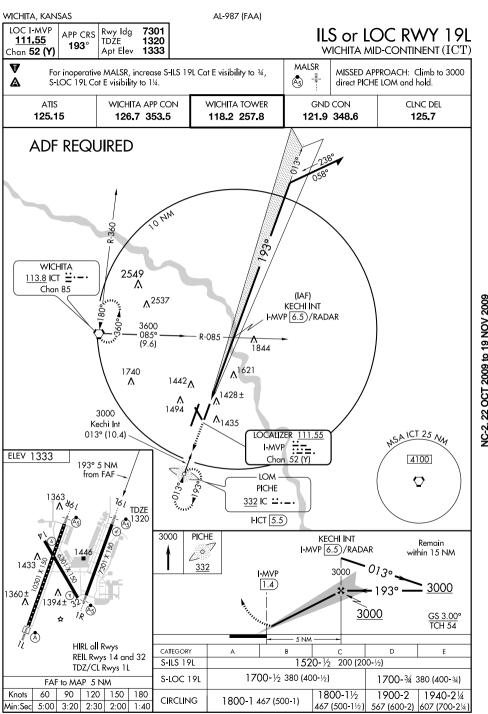
NC-2, 22 OCT 2009 to 19 NOV 2009

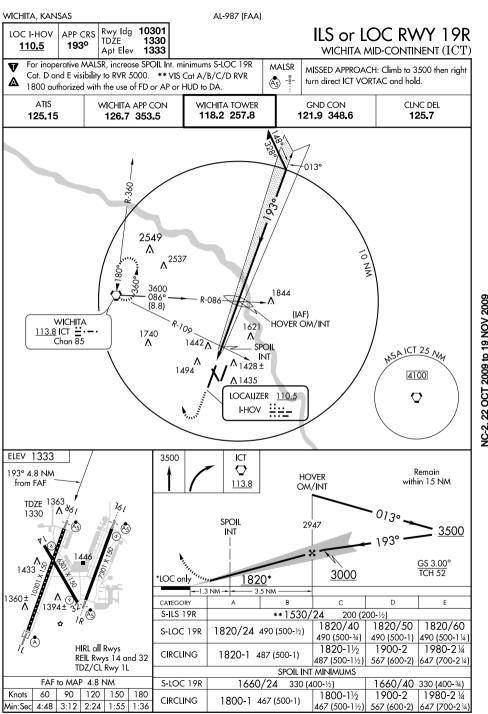


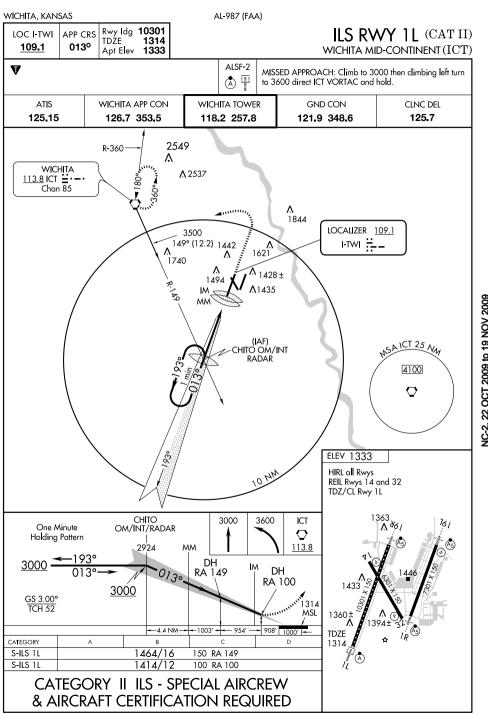


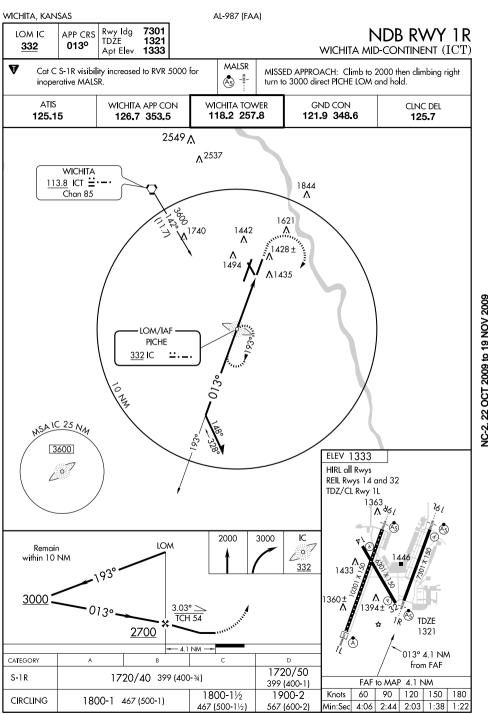


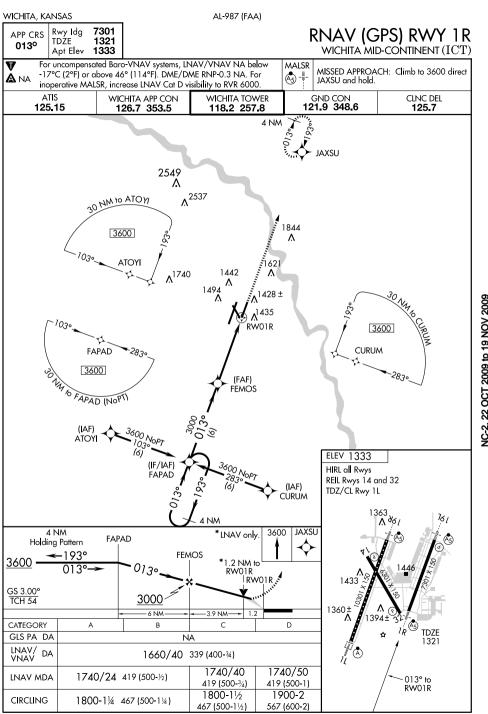


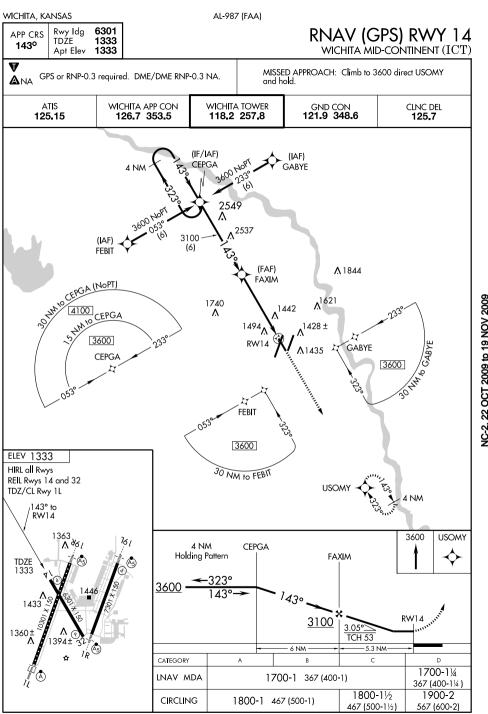


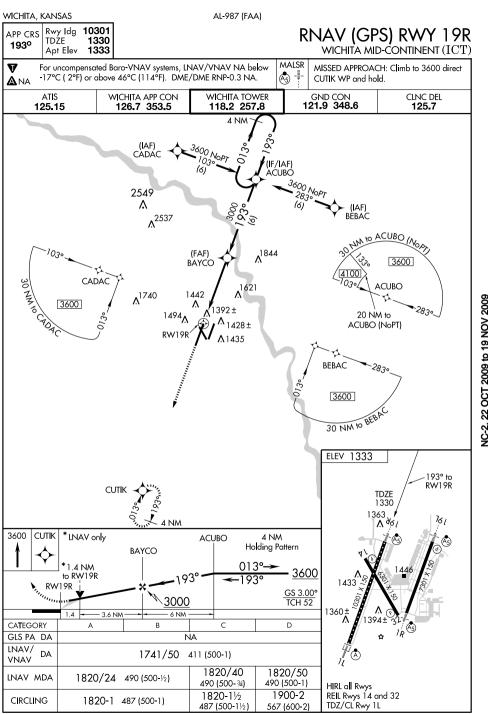




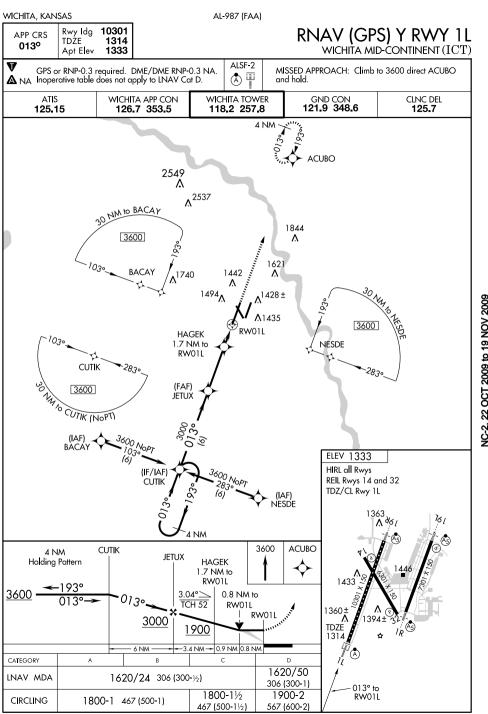


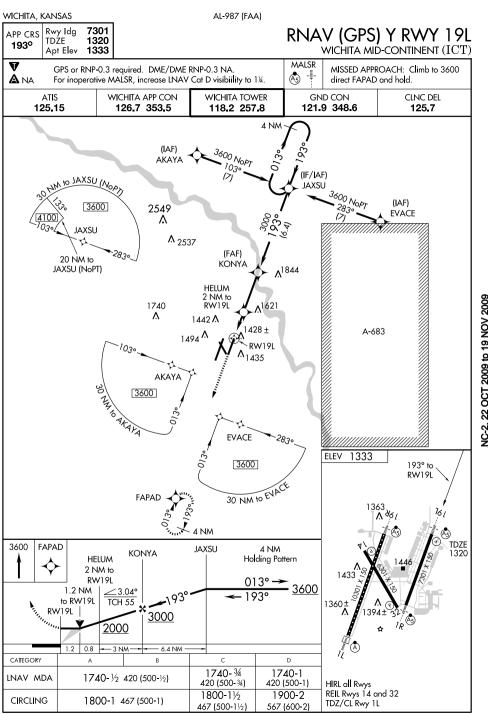


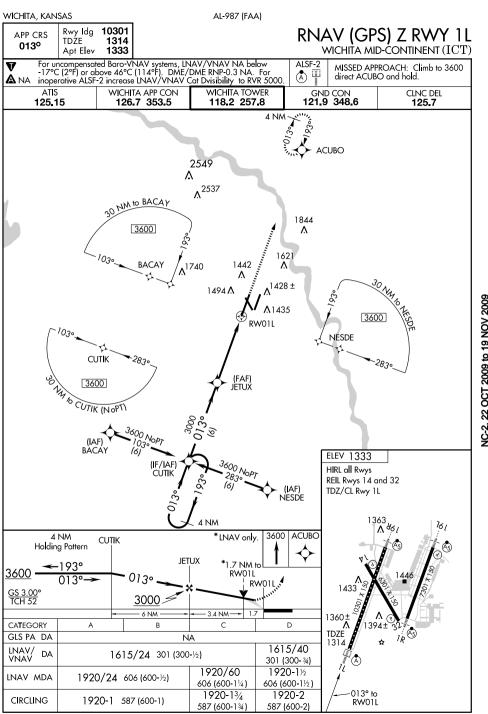


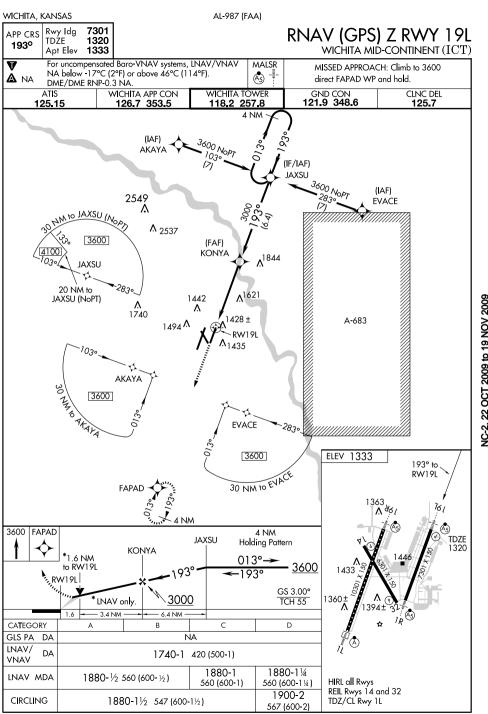


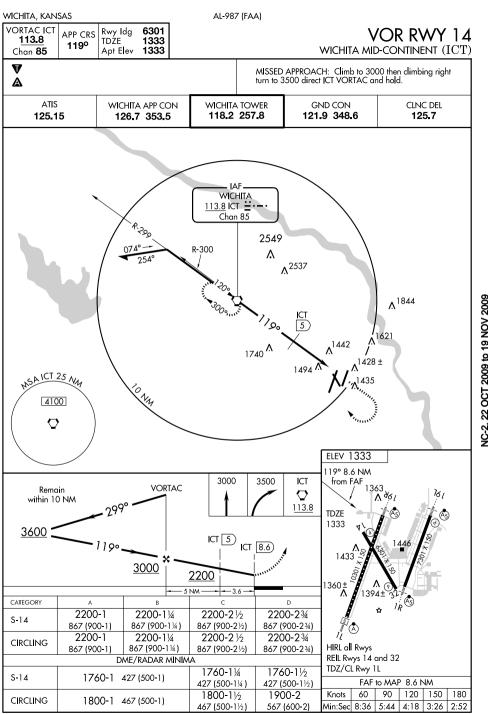
WICHITA, KANSAS AL-987 (FAA) Rwy Ida 6301 RNAV (GPS) RWY 32 APP CRS TDŹE 1322 323° WICHITA MID-CONTINENT (ICT) Apt Elev 1333 V GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. MISSED APPROACH: Climb to 3600 direct CEPGA and hold. A NA Straight-in minimums NA at night. ATIS WICHITA APP CON WICHITA TOWER GND CON CLNC DEL 125,15 121.9 348.6 125.7 126.7 353.5 118.2 257.8 CEPGA Λ²⁵⁴⁹ 30 MM to BADAC 3600 **1 ∆** 2537 1844 BADAC 1621 1740 1442 ۸ 1428 ± NC-2 22 OCT 2009 to 19 NOV 2009 **1**1435 ∆1449± **RW32** HOLUS 3600 2 NM to ∧ 1740 ± RW32 ACESI (FAF) VUDYU .05^{3°} (IAF) BADAC 1333 **ELEV** (IF/IAF) USOMY (IAF) ÀCESI 1363 3600 CEPGA 4 NM **USOMY** Holding Pattern 1446 **ለ** 1433 ~ **VUDYU HOLUS** 2 NM to RW32 3600 3230 3.05°<u></u> TCH 52 1360± 1 NM to **RW32** TDZE 1322 3100 **RW32** 2000 -3.3 NM→ 1 NM 1 NM 6 NM CATEGORY Α 323° to 1700-11/4 RW32 LNAV MDA 1700-1 378 (400-1) 378 (400-11/4) HIRL all Rwys 1900-2 REIL Rwys 14 and 32 1800-11/2 CIRCLING 1800-1 467 (500-1) TDZ/CL Rwy 1L 467 (500-11/2) 567 (600-2)

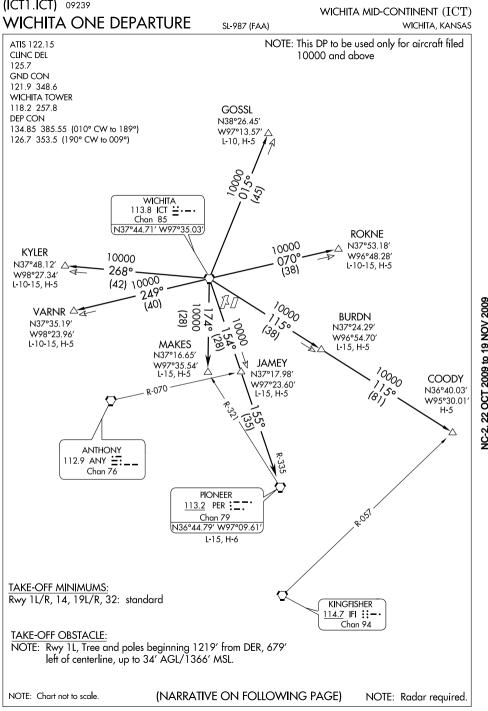


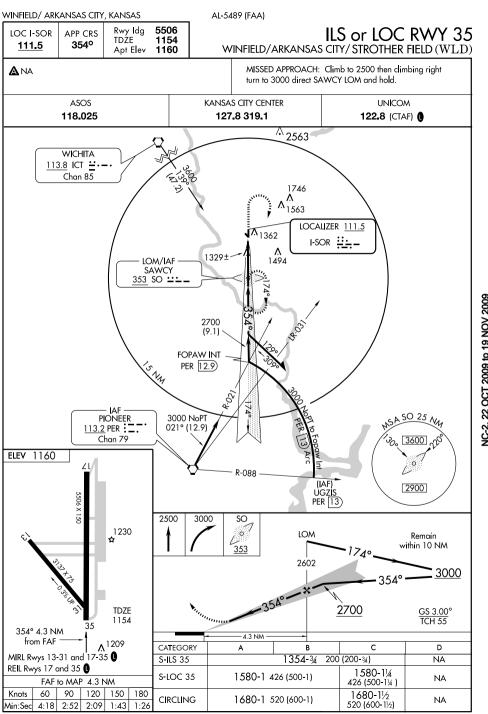


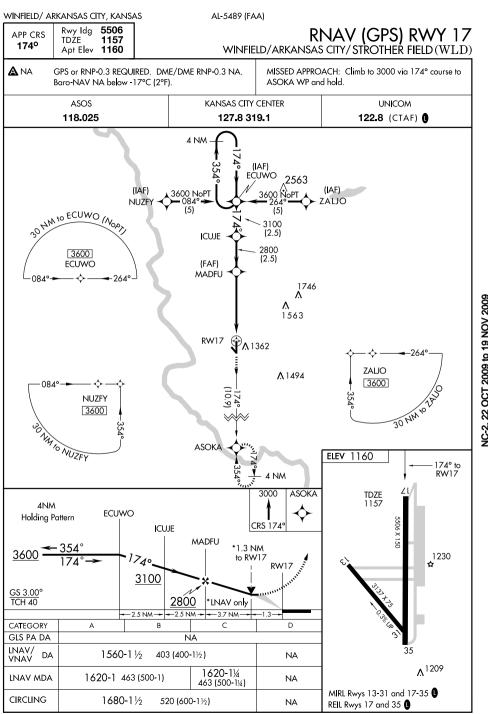


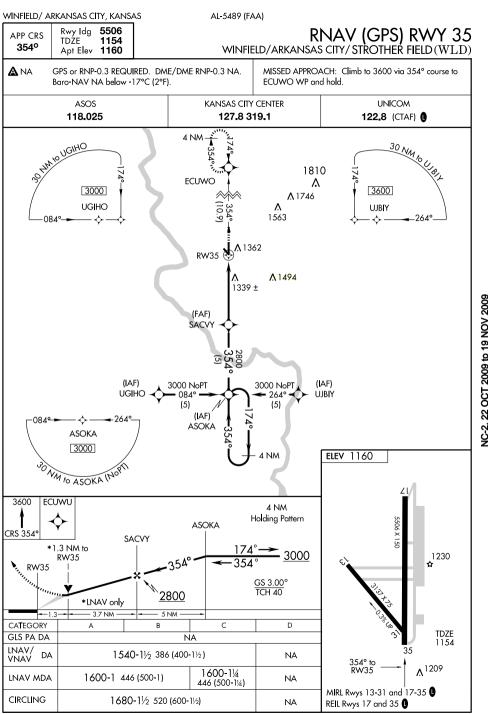












22 OCT 2009 to 19 NOV 2009

ALTERNATE MINS



RNAV (GPS) Rwy 31¹ VOR Rwy 31²

¹NA when local weather not available. ²Category A,B, 900-2; Category C, 900-2¹/₄.

INSTRUMENT APPROACH PROCEDURE CHARTS



IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME	ALTERNATE MINIMUMS	NAME ALTERNATE MINIMUMS
ABERDEEN, SD		BISMARCK, ND
ABERDEEN RGNL .	RNAV (GPS) Rwy 13	BISMARCK MUNI ILS Rwy 13 ¹²
	RNAV (GPS) Rwy 31	ILS Rwy 31 ¹²
	RNAV (GPS) Rwy 35 VOR Rwy 31	RADAR-13 1ILS, Category D, 800-2½; Category E, 900-3.
	VOR/DME Rwy 13	LOC. NA.
NA when local weat	her not available.	² NA when control tower not in operation.
ALDEDTIES MAN		³ NA when control tower closed.
ALBERT LEA, MN		PRAINERD MN
		BRAINERD LAKES RGNL ILS or LOC Rwy 23
		RNAV (GPS) Rwy 12
ALEXANDRIA, MN		RNAV (GPS) Rwy 23
	RNAV (GPS) Rwy 31	RNAV (GPS) Rwy 30
NA when local weat	ner not available.	RNAV (GPS) Rwy 34 NA when local weather not available.
AUSTIN, MN		NA WHEIT local weather not available.
AUSTIN MUNI	RNAV (GPS) Rwy 17	
	RNAV (GPS) Rwy 35	BROOKINGS RGNL RNAV (GPS) Rwy 12
NA when local weat	VOR/DME-A	RNAV (GPS) Rwy 30 NA when local weather not available.
NA WITETI TOCAL WEAT	iei fiot available.	NA when local weather not available.
BAUDETTE, MN		CANBY, MN
BAUDETTE INTL	RNAV (GPS) Rwy 301	MYERS FIELD RNAV (GPS) Rwy 12
	VOR/DME Rwy 12 ² VOR Rwy 30 ²	RNAV (GPS) Rwy 30
¹ NA when local wear		NA when local weather not available.
	1/4; Category D, 800-21/2.	CLOQUET, MN
		CLOQUET CARLTON
BEMIDJI, MN	DNAV (000) D 40	COUNTY RNAV (GPS) Rwy 35
BEMIDJI RGNL	RNAV (GPS) Rwy 13 RNAV (GPS) Rwy 31	NA when local weather not available.
NA when local weat		COOK, MN
		COOK MUNI RNAV (GPS) Rwy 31
BENSON, MN		NA when local weather not available.
BENSON MUNI	RNAV (GPS) Rwy 14	CROOKSTON MN
NA when local weat		CROOKSTON, MN CROOKSTON MUNI-
147 WHOH IOOAI WEAL	nor not available.	KIRKWOOD FIELD RNAV (GPS) Rwy 131





ALTERNATE MINS

NAME	ALTERNATE MINIMUMS
DETROIT LAKES, N	1N
DETROIT LAKES-	
WETHING FIELD	RNAV (GPS) Rwy 13
	RNAV (GPS) Rwy 31
NA when local weath	ner not available.
Category D, 800-21/4	
DEVILS LAKE, ND	

DEV	IL5	LAKI	=, NV
DEV	/II C		DON

DEVILS LAKE RGNL RNAV (GPS) Rwy 3 RNAV (GPS) Rwy 13 RNAV (GPS) Rwy 31 VOR Rwy 31 VOR Rwv 21²

NA when local weather not available.

¹Categories A,B, 900-2; Category C, 900-21/2; Category D, 900-23/4.

²Category C, 800-21/4, Category D, 800-21/2.

DICKINSON, ND

DICKINSON-THEODORE ROOSEVELT RGNL RNAV (GPS) Rwy 14 RNAV (GPS) Rwy 32 VOR-A

NA when local weather not available

DODGE CENTER, MN

DODGE CENTER RNAV (GPS) Rwy 16 RNAV (GPS) Rwy 34 VOR-A

NA when local weather not available.

DULUTH, MN

DULUTH INTL COPTER ILS Rwy 9 **COPTER ILS Rwy 27** ILS Rwy 9

LOC, NA.

EVELETH, MN

EVELETH-VIRGINIA MUNI VOR/DME or GPS-A Category C, 800-21/4; Category D,800-21/2.

FAIRMONT, MN

FAIRMONT MUNI RNAV (GPS) Rwy 13 RNAV (GPS) Rwy 31 VOR Rwy 13 VOR Rwy 31

NA when local weather not available.

NAME ALTERNATE MINIMUMS FARGO.ND

HECTOR INTLILS or LOC Rwv 181

ILS or LOC Rwv 361 RNAV (GPS) Rwy 182 RNAV (GPS) Rwy 362

VOR/DME or TACAN Rwy 182 VOR or TACAN Rwv 363

¹ILS. Category E. 700-2¼, LOC. Category E. 800-21/4.

²Category E, 800-21/4.

³Category D, 800-21/4, Category E, 800-21/2.

FERGUS FALLS, MN

FERGUS FALLS MUNI-EINAR MICKELSON FIELD ILS or LOC Rwy 311 NDB Rwy 31² RNAV (GPS) Rwy 312 RNAV (GPS) Rwv 35

NA when local weather not available.

¹ILS, Category D, 700-21/4. LOC, Category D, 800-21/4.

²Category D, 800-21/4.

GLENCOE, MN

GLENCOE MUNI RNAV (GPS) Rwy 31 NA when local weather not available.

GRAND FORKS, ND

GRAND FORKS INTL ... ILS or LOC Rwy 35L12 LOC BC Rwy 17R1 RNAV (GPS) Rwy 9L3 RNAV (GPS) Rwy 17R3 RNAV (GPS) Rwy 27R3 RNAV (GPS) Rwy 35L3

¹NA when control tower closed.

2ILS, Category E. 700-21/2, LOC, Category E.

3NA when local weather not available.

GRAND MARAIS. MN

GRAND MARAIS/

COOK COUNTY RNAV (GPS) Rwy 27

NA when local weather not available.

GRAND RAPIDS, MN

GRAND RAPIDS/ITASCA CO-

GORDON NEWSTROM RNAV (GPS) Rwy 16 RNAV (GPS) Rwy 34

VOR Rwy 34

VOR Rwy 17R3

VOR Rwy 35L3

NA when local weather not available

NAME

09295

NAME





ALTERNATE MINIMUMS

HIBBING, MN CHISHOLM-

HIBBING ILS OR LOC/DME Rwy 131

VOR Rwv 13² ¹ILS,Categories A,B,C,D, 800-2.

²Categories A,B, 900-2; Category C, 900-21/2; Category D, 900-234; ILS, 700-2.

HURON.SD

LOC/DME BC Rwy 3023

HURON RGNL.....ILS or LOC Rwy 1212

800-21/4.

¹ILS, Category D, 700-21/4. LOC, Category D,

RNAV (GPS) Rwv 3023 VOR Rwy 1223

RNAV (GPS) Rwy 1223

²NA when local weather not available.

3Category D. 800-21/4. INTERNATIONAL FALLS, MN

FALLS INTL COPTER ILS or LOC Rwy 311 ILS or LOC/DME Rwy 13,700-22 ILS or LOC Rwv 312

RNAV (GPS) Rwy 132 RNAV (GPS) Rwy 312 VOR Rwy 1323 VOR/DME Rwy 31²

¹LOC, NA: ILS, NA when local weather not available ²NA when local weather not available.

3Category D, 800-21/4.

JACKSON, MN JACKSON MUNI RNAV (GPS) Rwy 13

RNAV (GPS) Rwy 31 NDB Rwy 13

NA when local weather not available. JAMESTOWN, ND

JAMESTOWN RGNL RNAV (GPS) Rwy 4 RNAV (GPS) Rwy 13 RNAV (GPS) Rwy 22 RNAV (GPS) Rwy 31

VOR Rwy 31 NA when local weather not available. MANKATO, MN

MANKATORGNL RNAV (GPS) Rwv 15

RNAV (GPS) Rwy 33 VOR Rwy 15

VOR Rwy 33 NA when local weather not available.

MAPLE LAKE, MN MAPLE LAKE MUNI VOR-A

NA when local weather not available.

ANOKA COUNTY-BLAINE ARPT

FLYING

(JANES FIELD) ILS or LOC/DME Rwv 27

NA when local weather not available.

NA when local weather not available.

¹NA when control tower closed.

MINNEAPOLIS-ST. PAUL INTL/

²NA when local weather not available.

3Category C, 800-21/4; Category D, 800-21/2.

WOLD CHAMBERLAINILS Rwy 41

¹ILS, Category D, 700-2; Category E, 900-3.

²ILS, Categories A, B, C, D, 700-2; Category

MINOT INTLILS or LOC Rwy 3112

E, 900-3. LOC, Category E, 900-3.

NA when local weather not available.

LOC, Category E, 900-3.

3Category E, 900-3.

MINOT, ND

4Category D, 800-21/4.

¹NA when tower closed.

CRYSTAL RNAV (GPS) Rwy 14L

CLOUD COPTER ILS or LOC Rwy 10R1

MINNEAPOLIS. MN

NA when local weather not available.

RNAV (GPS) Rwy 9

RNAV (GPS) Rwy 18

RNAV (GPS) Rwy 27

RNAV (GPS) Rwy 10L2

RNAV (GPS) Rwy 28R²

ILS or LOC Rwy 12L1 ILS or LOC Rwy 12R1

ILS or LOC Rwy 30L1

ILS or LOC Rwv 30R1

RNAV (GPS) Rwv 12L3

RNAV (GPS) Rwy 12R3

RNAV (GPS) Rwy 223

RNAV (GPS) Rwy 30L3

RNAV (GPS) Rwy 30R3

RNAV (GPS) Z Rwv 354

LOC/DME BC Rwy 131

RNAV (GPS) Rwy 13

RNAV (GPS) Rwy 31

ILS or LOC Rwy 352

LOC Rwy 43

LOC Rwy 223 RNAV (GPS) Rwy 43

VOR Rwy 363

VOR Rwv 9 VOR/DME Rwv 27

ALTERNATE MINIMUMS

VOR Rwv 12

RYAN FLD RNAV (GPS) Rwy 12

SOUTHWEST MINNESOTA RGNL MARSHALL/

MARSHALL, MN

Category D, 800-21/4.

NA when local weather not available.





9	ALILKNAIL WIINS	
	NAME ALTERNATE MINIMUMS MITCHELL, SD MITCHELL MUNIRNAV (GPS) Rwy 12 RNAV (GPS) Rwy 30	NAME ALTERNATE MINIMUMS ROCHESTER, MN ROCHESTER INTL ILS or LOC Rwy 13 ILS or LOC Rwy 31
	VOR Rwy 12	COPTER ILS or LOC Rwy 31
	VOR Rwy 30 ¹	NA when control tower closed.
	NA when local weather not available. Categories A,B, 1000-2; Categories C,D,	ROSEAU, MN
	1000-3.	ROSEAU MUNI/ RUDY BILLBERG FIELD RNAV (GPS) Rwy 16
	MOBRIDGE, SD	RNAV (GPS) Rwy 10
	MOBRIDGE MUNIRNAV (GPS) Rwy 121 RNAV (GPS) Rwy 302	NA when local weather not available.
	NA when local weather not available	ST. CLOUD, MN
	¹ Category D, 900-2¾.	ST. CLOUD RGNL ILS or LOC/DME Rwy 13123
	² Category C, 800-2¼; Category D, 900-2¾.	RNAV (GPS) Rwy 5 ¹ RNAV (GPS) Rwy 13 ¹
	MORRIS, MN	RNAV (GPS) Rwy 231
	MORRIS MUNI-CHARLIE SCHMIDT FLD RNAV (GPS) Rwy 14	RNAV (GPS) Rwy 31 ¹ VOR/DME Rwy 13 ¹²
	RNAV (GPS) Rwy 32	VOR Rwy 31 ¹²
	NA when local weather not available.	¹ NA when local weather not available.
	PINE RIDGE, SD	² NA when control tower closed. ³ ILS,Categories, A, B, C, D, 700-2.
	PINE RIDGE RNAV (GPS) Rwy 30	
	NA when local weather not available. Categories A,B, 900-2.	ST. PAUL, MN ST. PAUL DOWNTOWN HOLMAN
	Categories A,B, 900-2.	FIELD COPTER ILS or LOC Rwy 321
	PIPESTONE, MN	ILS or LOC Rwy 14 ¹²
	PIPESTONE MUNI NDB Rwy 36 RNAV (GPS) Rwy 18	ILS or LOC Rwy 32 ¹² RNAV (GPS) Rwy 14 ²
	RNAV (GPS) Rwy 36	RNAV (GPS) Rwy 323
	NA when local weather not available.	NA when control tower closed. ² Categories A,B, 900-2; Category C,900-2½;
	PRESTON, MN	Category D, 900-234.
	FILLMORE COUNTY RNAV (GPS) Rwy 29	³ Categories A,B,C, 900-2½; Category D,
	NA when local weather not available.	900-2¾.
	RAPID CITY, SD	SIOUX FALLS, SD
	RAPID CITY RGNLILS or LOC Rwy 321	JOE FOSS FIELDILS Rwy 3 ¹²
	RNAV (GPS) Rwy 142 RNAV (GPS) Rwy 32	ILS Rwy 21 ¹ RADAR-1 ³
	VOR or TACAN Rwy 14 ²	VOR or TACAN Rwy 15⁴
	VOR or TACAN Rwy 32 ² NA when local weather not available.	VOR/DME or TACAN Rwy 33 ³ 1NA when control tower closed.
	¹ ILS, Category D, 700-2; Category E, 700-2 ¹ / ₄ .	² LOC, NA.
	LOC, Category E, 800-21/4.	³ Category E, 800-2 ³ / ₄ .
	² Category E, 800-2¼.	⁴ Category E, 900-3.
	REDWOOD FALLS, MN REDWOOD FALLS	SOUTH ST. PAUL, MN SOUTH ST. PAUL MUNI-RICHARD E
	TED TOOD I ALLO	CCCC / NOL MOIN MOIN MED L

MUNIRNAV (GPS) Rwy 30 FLEMING FIELDRNAV (GPS) Rwy 34 VOR-A

Category D, 800-21/4.

NA when local weather not available.





95			_
NAME	ALTERNATE MINIMUMS	NAME	ALTERNATE MINIMUMS
THIEF RIVER	FALLS, MN	WILLMAR, MN	
THIEF RIVER		WILLMAR MUNI-J	OHN
FALLS RGNL .	RNAV (GPS) Rwy 13	L RICE FIELD	RNAV (GPS) Rwy 13
	RNAV (GPS) Rwy 31		RNAV (GPS) Rwy 31
	VOR Rwy 13		VOR Rwy 13
NA when loca	I weather not available.	NIAla a.a. la a.a.l	VOR Rwy 31¹
VERMILLION,	SD	¹ Category D, 800	eather not available.
HAROLD DAV		Category D, 600	FZ/4.
	RNAV (GPS) Rwv 30	WINNER, SD	
	I weather not available.	,	RNAV (GPS) Rwy 13
			RNAV (GPS) Rwy 31
WARROAD, N			VOR-A
WARROAD IN		NA when local we	eather not available.
MEMORIAL	RNAV (GPS) Rwy 13		
	RNAV (GPS) Rwy 31	WORTHINGTON	, MN
NA when loca	I weather not available.	WORTHINGTON	VOD ODC D 44
WASECA, MN	I		VOR or GPS Rwy 11
	II RNAV (GPS) Rwy 15	Category D, 800-	-274.
	I weather not available.	YANKTON, SD	
TWY WHOTH TOOK	Would not available.	,	MUNI RNAV (GPS) Rwy 131
WATERTOWN	N, SD		VOR Rwy 131
WATERTOWN	RGNL LOC/DME BC Rwy 17		VOR Rwy 31 ²
	NDB Rwy 35	¹ NA when local w	eather not available.
	RNAV (GPS) Rwy 12	² Category D, 800)-2½.
	RNAV (GPS) Rwy 17		
	RNAV (GPS) Rwy 30		

WILLISTON, ND

SLOULIN FIELD INTL.....VOR or GPS Rwy 11 Category D, 800-21/4.

NA when local weather not available.

RNAV (GPS) Rwy 35 VOR or TACAN Rwy 17

RADAR INSTRUMENT APPROACH MINIMUMS

BISMA BISMAI	RCK	MUNI			Amdt. 3A, DEC 13, 2002 (FAA)					ELEV 1661		
RADAR -	126.3	298.9	V ∧			HAT/				HAT/		
					DA/	HATh			DA/	HATh/		
	RWY	GS/TC	H/RPI	CAT	MDA-VIS	HAA	CEIL-VIS	CAT	MDA-VIS	HAA	CEIL-VIS	
ASR	13			AB	2100 -1	445	(500-1)	С	2100 -11/4	445	(500-11/4)	
				D	2100 -1½	445	$(500-1\frac{1}{2})$					
	31			AB	2100 /24	455	(500-1/2)	С	2100 /40	455	$(500-\frac{3}{4})$	
				D	2100 /50	455	(500-1)					
	21			AB	2120 -1	459	(500-1)	С	2120 -11/4	459	(500-11/4)	
				D	2120 -1½	459	(500-1½)					
	3			AB	2120 -1	459	(500-1)	С	2120 -11/4	459	(500-11/4)	
				D	2120 -1½	459	(500-1½)					
CIRCLIN	G			Α	2180 -1	519	(600-1)	В	2220 -1	539	(600-1)	

(600-1½) D

В

2220-1 **2240**-2

539 579

(600-1)(600-2)

C **2220**-1½ 559 Inoperative table does not apply to MALS Rwy 13.

DULUTH, MN

DULUTH INTL RADAR - 125.45 255.9

27

ASR

21	AB	1860 -1	440
	DE	1860-11/2	440
9	AB	1880 /24	452
	DE	1880 /50	452
CIRCLING	AB	1920 -1	492

Ε

AB

DE

HATh/ RWY GS/TCH/RPI CAT MDA-VIS HAA CEIL-VIS CAT MDA-VIS HAA ABC 1820-1 400 (400-1)**1820**-1½ 400 $(400-1\frac{1}{2})$

Amdt. 20, OCT 7, 1999 (FAA)

HAT/

439

439

DA/

HAT/ HATh/

 $(500-\frac{3}{4})$

(500-11/2)

AB 1920-1 492 DE

1860/24

1860/50

DA/

 $(500-\frac{1}{2})$ С (500-1)(500-1) $(500-1\frac{1}{2})$ $(500-\frac{1}{2})$

1860/40 **1860**-1¼ 440

1880/40

1920-1½ 492

CEIL-VIS 1820-1¼ 400 $(400-1\frac{1}{4})$ 439 $(500-\frac{3}{4})$

ELEV 1428

1980-2

С

 $(500-1\frac{1}{4})$

452

552

С

Category E circling NA southeast of Rwys 3 and 27.

(500-1)(500-1)(600-2)

RADAR INSTRUMENT APPROACH MINIMUMS

ELLSWORTH AFB (KRCA) (Rapid City), SD (Amdt 1, 08045 USAF)

ELEV 3276

ELEV 1942

HAT/

RADAR - (E) 119.5 259.11

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HATh/ HAA	CEIL-VIS
ASR	13 ²	<u>GS/TCH/KFT</u>	AB	3820/40	544	(600-¾)
			С	3820 /50	544	(600-1)
			D	3820 /60	544	(600-11/4)
			E	3820-1½	544	(600-1½)
	31 ²		AB	3820 /40	628	$(600-\frac{3}{4})$
			С	3820 /60	628	(600-11/4)
			D	3820-1½	628	$(600-1\frac{1}{2})$
			Е	3820 -1¾	628	(600-13/4)
CIR	All Rwy³		Α	3860-11/4	584	(600-11/4)
	-		В	3880-11/4	604	(700-11/4)
			С	3880-134	604	(700-13/4)
			D	3880 -2	604	(700-2)
			Е	4040-23/4	764	(800-23/4)

¹Opr 1300-0730Z++ Mon-Thu, 1300-0500Z++ Fri. 1400-0500Z++ Sat, Sun and hol. ²When ALS inop, increase CAT AB RVR to 60 and vis to 1½, increase CAT CDE vis ½ mile. ³CAT E circling restricted to 28th BW aircraft only; 28th BW aircraft will remain within class D airspace.

Amdt. 4. NOV 09, 1995 (FAA)

RADAR -	126.3	298.9 A NA								
					HAT/				HAT/	
				DA/	HAT	1/		DA/	HAT/	
	RWY	GS/TCH/RPI	CAT	MDA-VIS	HAA	CEIL-VIS	CAT	MDA-VIS	HAA	CEIL-VIS
ASR	31		AB	2360 -1	418	(500-1)	CD	2360 -11/4	418	(500-11/4)
	13		AB	2460 -1	520	(600-1)	С	2460 -1½	520	(600-1½)
			D	2460 -13/4	520	$(600-1\frac{3}{4})$				
CIRCLIN	IG		Α	2460 -1	518	(600-1)	В	2500 -1	558	(600-1)
			С	2500-11/2	558	(600-1½)	D	2500 -2	558	(600-2)

Use Bismarck altimeter setting. When Bismarck control tower closed, ASR NA.

MANDAN, ND

MANDAN MUNI

WHEII DISHIAICK COILLOI LOWEL CIOSEU, ASK INA

RADAR INSTRUMENT APPROACH MINIMUMS

ROCHESTER, MN ROCHESTER INTL RADAR - 119.8 251.125 \(\nabla\)

SIOUX FALLS, SD

Amdt. 8, JAN 15, 2009 (FAA)

ELEV 1317

ELEV 1429

HAT/

		DA/ HATh/				DA/		HATh/	
RWY	GS/TCH/RPICAT	MDA-VIS	HAA	CEIL-VIS	CAT	MDA-VIS	HAA	CEIL-VIS	
2	ABC	1680 -1	363	(400-1)	D	1680 -1¼	363	(400-11/4)	
13	ABC	1640 /24	360	(400-1/2)	D	1640 /50	360	(400-1)	
20	ABC	1660 -1	356	(400-1)	D	1660 -11/4	356	(400-11/4)	
31	ABC	1660 /24	356	(400-1/2)	D	1660 /50	356	(400-1)	
NG	Α	1720 -1	403	(500-1)	В	1780 -1	463	(500-1)	
	С	1780 -1½	463	$(500-1\frac{1}{2})$	D	1880 -2	563	(600-2)	
	2 13 20 31	2 ABC 13 ABC 20 ABC 31 ABC	2 ABC 1680-1 13 ABC 1640/24 20 ABC 1660-1 31 ABC 1660/24 NG A 1720-1	RWY GS/TCH/RPICAT MDA-VIS HAA 2 ABC 1680-1 363 13 ABC 1640/24 360 20 ABC 1660-1 356 31 ABC 1660/24 356 NG A 1720-1 403	RWY GS/TCH/RPICAT MDA-VIS HAA CEIL-VIS 2 ABC 1680-1 363 (400-1) 13 ABC 1640/24 360 (400-½) 20 ABC 1660-1 356 (400-1) 31 ABC 1660/24 356 (400-½) NG A 1720-1 403 (500-1)	RWY GS/TCH/RPICAT MDA-VIS HAA CEIL-VIS CAT 2 ABC 1680-1 363 (400-1) D 13 ABC 1640/24 360 (400-½) D 20 ABC 1660-1 356 (400-1) D 31 ABC 1660/24 356 (400-½) D NG A 1720-1 403 (500-1) B	RWY GS/TCH/RPICAT MDA-VIS HAA CEIL-VIS CAT MDA-VIS 2 ABC 1680-1 363 (400-1) D 1680-1½ 13 ABC 1640/24 360 (400-½) D 1640/50 20 ABC 1660-1 356 (400-1) D 1660-1½ 31 ABC 1660/24 356 (400-½) D 1660/50 NG A 1720-1 403 (500-1) B 1780-1	RWY GS/TCH/RPICAT MDA-VIS HAA CEIL-VIS CAT MDA-VIS HAA 2 ABC 1680-1 363 (400-1) D 1680-1¼ 363 13 ABC 1640/24 360 (400-½) D 1640/50 360 20 ABC 1660-1 356 (400-1) D 1660-1¼ 356 31 ABC 1660/24 356 (400-½) D 1660/50 356	

HAT/

When control tower closed, procedure NA. For inoperative MALSR, increase S-13 and S-31 Cat D visibility to RVR 6000. Visibility reduction by helicopters NA Rwy 2-20.

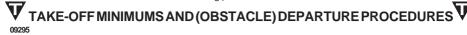
Amdt. 10A, OCT 3,2003 (FAA)

				DA/	HAT	h/		DA/	HATh	/
	RWY	GS/TCH/RPI	CAT	MDA-VIS	HAA	CEIL-VIS	CAT	MDA-VIS	HAA	CEIL-VIS
ASR	3			1940 /24 1940 /60		(600-½) (600-1¼)	С	1940 /50	517	(600-1)
	33					(500-1) (500-1½)				
	21					(600-½) (600-1¼)				'
	15					(600-1) (600-1 ³ / ₄)				(600-1½) (600-2)
CIRCLIN	1G					(600-1) (700-2)		1960 -1½ 2300 -3		(600-1½) (900-3)

When control tower closed, procedure not authorized.

Category E S-3 visibility increased 1% mile for inoperative MALSR.

Category E S-21 visibility increased to 2 miles for inoperative MALSR.



INSTRUMENT APPROACH PROCEDURE CHARTS

FIFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude, and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME

TAKE-OFF MINIMUMS

ABERDEEN.SD

ABERDEEN RGNL (ABR)

ORIG 09239 (FAA)

NOTE: Rwy17, trees 1138' from DER, 432' right of centerline, 41' AGL/1336' MSL. Rwy31, multiple trees beginning 1391' from DER, 326' left of centerline, up to 65' AGL/1360' MSL.

AITKIN. MN

AITKIN MUNI-STEVE KURTZ FIELD (AIT) AMDT 2 96172 (FAA)

TAKE-OFF MINIMUMS: Rwys 8, 26, 300-1. Rwy16, 300-1 or std. with a min climb of 400' per NM to 1500. DEPARTURE PROCEDURE: Rwys16, 26, climb runway heading to 1700 before turning.

ALBERT LEA. MN

ALBERT LEA MUNI (AEL)

ORIG 85241 (FAA)

DEPARTURE PROCEDURE: Rwys 16, 22, climb runway heading to 1800 before turning on course.

ALEXANDRIA, MN

CHANDLER FIELD (AXN)

DEPARTURE PROCEDURE: **Rwys 4, 13, 22**, when weather is below 200-1, climb runway heading to 1800 before turning.

NAME

TAKE-OFF MINIMUMS

APPLETON, MN

APPLETON MUNI (AQP)

ORIG 94146 (FAA)

DEPARTURE PROCEDURE: Rwy 4, climb to 2000 before turning right. Rwy 31, climb to 2000 before turning left. Rwy 13, climb to 2400 before turning right. Rwy 22, climb to 2400 before turning left.

AUSTIN. MN

AUSTIN MUNI (AUM)

ORIG 08045 (FAA)

NOTE: Rwy 17, Multiple trees beginning 809' from departure end of runway, 663' right of centerline, up to 61' AGL/1285' MSL. Rwy 35, Tree 1380' from departure end of runway, 484' right of centerline, 100' AGL/1314' MSL.

BAUDETTE.MN

BAUDETTE INTL (BDE)

ORIG 01193 (FAA)

DEPARTURE PROCEDURE: **Rwy 12**, climb runway heading to 1700 before turning northbound.



BELLE FOURCHE, SD

BELLE FOURCHE MUNI (FFC) AMDT 2 09015 (FAA)

TAKE-OFF MINIMUMS: Rwvs 18.36, NA Rwv 14, std.

w/min. climb of 240' per NM to 9000 or 1400-3 for climb in visual conditions. Rwv 32. std. w/min. climb of 413' per NM to 3900

DEPARTURE PROCEDURE: Rwv 14, for climb in visual conditions: cross Belle Fourche Muniairport at or above 4400 MSL before proceeding on course. Rwv 32, climb heading 321° to 3900 before proceeding southbound. NOTE: Rwv 14. trees 651' from departure end of runway. 547' left of centerline, up to 20' AGL/3299' MSL. Rwv 32. trees 857' from departure end of runway 150' left of centerline, up to 20' AGL/3199' MSL. Trees 3880' from departure end of runway, 966' right of centerline, up to 20' AGL /3289' MSL

BEMIDJI, MN

BEMIDJI RGNI (BJI)

AMDT 3 08213 (FAA)

NOTE: Rwv 7, vegetation beginning 859' from departure end of runway, 544' right of centerline, up to 62' AGL/ 1442' MSL. Vegetation beginning 1404' from departure end of runway, 683' left of centerline, up to 44' AGL/1424' MSL. Rwy 13, vehicle on road, 541' from departure end of runway, 525' right of centerline, 15' AGL/1398' MSL. Rwy 25, poles beginning 1337' from departure end of runway. 205' right of ceterline up to 61' AGL/1445' MSL. Trees beginning 1414' from departure end of runway. 254' left of centerline, up to 57' AGL/1441' MSL. Tree 1406' from departure end of runway, 233' right of centerline, 53' AGL/1437' MSL.

BENSON, MN

BENSON MUNI (BBB)

AMDT 1 09127 (FAA)

NOTE: Rwv 14, numerous trees beginning 838' from DER, 246' right of centerline, up to 33' AGL/1087' MSL. Numerous trees beginning 1232' from DER. 64' left of centerline. up to 69' AGL/1108' MSL, Sign 206' from DER, 198' left of centerline, 19' AGL/1044' MSL, Tower 4884' from DER, 274' right of centerline, 126' AGL/1161' MSL, Rwy 32, Tree 2380' from DER, 646' left of centerline, 68' AGL/1107' MSL, Multiple fences beginning 13' from DER, 361' left of centerline, up to 8' AGI /1043 MSI

BIGFORK.MN

BIGFORK MUNI (FOZ)

ORIG 97198 (FAA)

TAKE-OFF MINIMUMS: Rwv 15, 400-1 or std. with a min, climb of 250' per NM to 1800.

BISMARCK.ND

BISMARCK MUNI (BIS)

AMDT 7 01137 (FAA)

DEPARTURE PROCEDURE: Rwys 3,31, climb runway heading to 2500 before proceeding on course. Rwys 13, 21, climb runway heading to 3800 before proceeding south.

BOTTINEAU.ND

BOTTINEAU MUNI (D09) ORIG 98113 (FAA)

TAKE-OFF MINIMUMS: Rwv 13, 800-1 or std. with a min_climb of 280' per NM to 2500_Rwv 31, 900-2 or std with a min, climb of 360' per NM to 2900, Rwys 3, 21.

BRAINFRD MN

BRAINERD LAKES RGNL (BRD) AMDT 5 07074 (FAA)

NOTE: Rwv 12, multiple trees beginning 165' from departure end of runway, 417' left of centerline, up to 78' AGI /1279 MSI Multiple trees and vehicle on road beginning 304' from departure end of runway, 206' right of centerline, up to 66' AGL/1277' MSL, Rwv 16, multiple trees beginning 1830' from departure end of runway. 749' left of centerline, up to 74' AGL/1314' MSL, Rwy 23. multiple trees beginning 1495' from departure end of runway, 179' left of centerline, up to 48' AGL/1285' MSL Tree 2437' from departure end of runway, 716' right of centerline, 50' AGL/1279' MSL. Rwv 30, multiple trees beginning 243' from departure end of runway, 131'left of centerline, up to 61' AGL/1287' MSL. Multiple trees 48' from departure end of runway, 328' right of centerline, up to 59' AGL/1329' MSL

BRITTON.SD

BRITTON MUNI (BTN)

AMDT 2 96060 (FAA)

TAKE-OFF MINIMUMS: Rwy 13, 300-1 or std. with a min, climb of 450' per NM to 1600. Rwv 19, 300-1. DEPARTURE PROCEDURE: Rwy 19, climb runway heading to 2000 before turning.

BROOKINGS.SD

BROOKINGS RGNL (BKX)

ORIG 09015 (FAA)

NOTE: Rwy 12, pole and trees beginning 1041' from departure end of runway, 207' left of centerline, up to 65' AGL/1705' MSL, Building 1277' from departure end of runway, 825' right of centerline, 38' AGL/1618' MSL. Rwy 17, vehicle on road 799' from departure end of runway, on centerline, up to 15' AGL/1687' MSL. Trees beginning 906' from departure end of runway, 464' left of centerline, up to 100' AGL/1749' MSL, Rwy 30, railroad beginning 547' from departure end of runway, 502' right of centerline, 23' AGL/1626' MSL, Tree 132' from departure end of runway, 433' left of centerline, 20' AGL/ 1615' MSL. Rwy 35, trees 2892' from departure end of runway, 944' right of centerline, up to 100' AGL/1709' MSL.

CANBY, MN

MYERS FIELD (CNB)

ORIG 07186 (FAA)

NOTE: Rwy 12. truck on road 183' from departure end of runway, 220' right of centerline, 15' AGL/1204' MSL.

$\overline{f V}$ take-off minimums and (obstacle) departure procedures $\overline{f V}$

CASSELTON ND

CASSELTON ROBERT MILLER RGNL (5N8) ORIG 07354 (FAA)

TAKE-OFF MINIMUMS: Rwv 31, 400-21/2 or std. w/a min, climb of 212' per NM to 1400 or alternatively, with standard takeoff minimums and a normal 2001/NM climb gradient, takeoff must occur no later than 1700' prior to departure end of runway.

NOTE: Rwv 13, railroad 30' from departure end of runway, 505' right of centerline, 23' AGL/945' MSL. Vehicle on road 449' from departure end of runway, 300' left of centerline, 15' AGL/949' MSL, Rwv 31, trees 2251' from departure end of runway, 456' left of centerline, up to 100' AGL/1052' MSL.

CAVALIER, ND

CAVALIER MUNI (2C8)

ORIG 03191 (FAA)

TAKE-OFF MINIMUMS: Rwv 16, 300-1 or std. with a min. climb of 430' per NM to 1200.

NOTE: Rwv 16, grain elevator 3731' from departure end of runway 284' left of centerline 168' AGL/1060' MSL

CLOQUET, MN

CLOQUET CARLTON COUNTY (COQ)

AMDT 1 80248 (FAA)

TAKE-OFF MINIMUMS: Rwv 7, 300-1 or std. with a min. climb of 400' per NM to 1400.

CROOKSTON, MN

CROOKSTON MUNI-KIRKWOOD FIELD (CKN) AMDT 2 07298 (FAA)

TAKE-OFF MINIMUMS: Rwvs 6, 17, 24, 35, NA-turf

NOTE: Rwy 13, tree 1998' from departure end of runway, 587' left of centerline, 94' AGL/970' MSL. Pole 1127' from departure end of runway, 662' left of centerline, 46' AGL/926' MSL.

DETROIT LAKES. MN

DETROIT LAKES-WETHING FIELD (DTL) ORIG 05132 (FAA)

TAKE-OFF MINIMUMS: Rwvs 17.35. NA.

NOTE: Rwy 31, highway 243' from departure end of runway, 267' right of centerline, 15' AGL/1404' MSL. Railroad 534' from departure end of runway, 298' right of centerline, 23' AGL/1411' MSL.

DEVILS LAKE, ND

DEVILS LAKE RGNL (DVL)

AMDT 1 80318 (FAA)

TAKE-OFF MINIMUMS: Rwy 31, 300-1 or std. with a min. climb of 350' per NM to 1600.

DICKINSON, ND

DICKINSON-THEODORE ROOSEVELT RGNL (DIK)

AMDT 1 05244 (FAA)

DEPARTURE PROCEDURE: Rwv 25, climb via heading 250° to 3100 before turning left.

NOTE: Rwy 7, road 887' from departure end of runway, on rwy centerline, 15' AGL/2631' MSL.

DODGE CENTER, MN

DODGE CENTER (TOB)

ORIG 09015 (FAA)

TAKE-OFF MINIMUMS: Rwv 22, NA-Environmental. NOTE: Rwy 16, trees 3945' from departure end of runway 1542' left of centerline, 100' AGL/1409' MSL.

DULUTH. MN

DULUTH INTL (DLH) ORIG 06327 (FAA)

> NOTE: Rwv 3, multiple trees beginning 21' from departure end of runway, 226' right of centerline, up to 68' AGL /1477' MSL Multiple trees beginning 246' from departure end of runway, 26' left of centerline, up to 64' AGL/1473' MSL. Rwv 9, electrical equipment 207' from departure end of runway 408 left of centerline 6' AGL/ 1425' MSL. Rwv 21, tower 3762' from departure end of runway 410 left of centerline, 92 AGL /1522 MSL Rwy 27, tree 2426' from departure end of runway, 1127' right of centerline 53' AGI /1522' MSI Rush and multiple trees beginning 347' from departure end of

runway, 484' left of centerline, up to 44' AGL/1533' MSL.

SKY HARBOR (DYT) ORIG 83174 (FAA)

> TAKE-OFF MINIMUMS: Rwv 14, 300-1, Rwv 32, 1500-2 or std. with a min. climb of 360' per NM to 2300. DEPARTURE PROCEDURE: Rwy 14, northwest departures (260° CW 030°) climb to 2300 via heading 260° or 030° before proceeding on course.

EAGLE BUTTE, SD

CHEYENNE EAGLE BUTTE (84D) ORIG 96228 (FAA)

TAKE-OFF MINIMUMS: Rwvs 13.31.300-1.

ELY. MN

ELY MUNI (ELO)

AMDT 2 97086 (FAA)

TAKE-OFF MINIMUMS: Rwy 12, 300-1 or std. with a min, climb of 200' per NM to 1600.

DEPARTURE PROCEDURE: Rwy 30, northbound departures climb runway heading to 2000 before turning.

EVELETH. MN

EVELETH-VIRGINIA MUNI (EVM)

AMDT 2 94118 (FAA)

TAKE-OFF MINIMUMS: Rwy 32, 800-2 or std. with a min. climb to 330' per NM to 2300.

DEPARTURE PROCEDURE: Rwv 27, northwest departures (270°-050°) climb runway heading to 2200 before turning.



FAIRMONT, MN

FAIRMONT MUNI (FRM) AMDT 3 09127 (FAA)

NOTE: Rwv 2, trees beginning 2466' from DER, 1105' right of centerline, up to 100' AGL/1269' MSL. Rwv 13. tree 2340' from DER 1039' left of centerline 100' AGL/ 1269' MSL. Rwy 20, trees beginning 1640' from DER. 914' right of centerline, up to 100' AGL/1289' MSL. Trees beginning 913' from DER, 449' left of centerline. up to 100' AGL/1299' MSL. Rwv 31, trees beginning 954' from DER, 161' left of centerline, up to 100' AGL/

1299' MSL. Trees and road beginning 791' from DER.

339' right of centerline, up to 57' AGL/1226' MSL.

FARGO.ND

HECTOR INTL (FAR)

AMDT 4 04330 (FAA)

TAKE-OFF MINIMUMS: Rwys13,31, NA.

NOTE: Rwv 9, multiple light poles 1124' from departure end of runway, 305' left of centerline, 20' AGL/927' MSL.

FERGUS FALLS, MN

FERGUS FALLS MUNI-FINAR MICKELSON FIELD (FFM)

ORIG 09239 (FAA)

NOTE: Rwv 13, trees beginning 2612' from DER, 128' right of centerline, up to 100' AGL/1269' MSL, Trees beginning 2514' from DER, 42' left of centerline, up to 100' AGL/1259' MSL. Rwy 17, trees beginning 1100' from DER 663' right of centerline, up to 100' AGL/1269' MSL. Road 222' from DER, 469' right of centerline, 15' AGL/1173' MSL. Rwv 35, trees beginning 2156' from DER, 176' right of centerline, up to 100' AGL/1289' MSI

FOSSTON, MN

FOSSTON MUNI (FSE)

AMDT 1 87351 (FAA)

TAKE-OFF MINIMUMS: Rwys 14, 32, IFR takeoff not authorized.

DEPARTURE PROCEDURE: Rwy 16, climb runway heading to 2000 before turning.

GETTYSBURG.SD

GETTYSBURG MUNI (0D8)

AMDT 1 07018 (FAA)

NOTE: Rwy 4, multiple trees beginning 1011' from departure end of runway, 420' left of centerline, up to 60' AGL/2119' MSL. Rwv 13, multiple trees beginning 1897' from departure end of runway, 975' left of centerline, 60' AGL/2119' MSL. Rwy 22, multiple trees beginning 679' from departure end of runway, 117' left of centerline, up to 60' AGL/2109' MSL.

GLENCOF, MN

GLENCOE MUNI (GYL)

ORIG 09071 (FAA)

NOTE: Rwy 13, trees beginning 349 from DER, 257 right of centerline, up to 100' AGL/1099' MSL. Trees beginning 1211' from DER 314' left of centerline up to 100' AGL/1109' MSL. Terrain beginning 53' from DER. 166' left of centerline up to 998' MSI. Terrain beginning 286' from DER, 435' right of centerline, up to 1001' MSL. Rwv 31. trees beginning 501' from DER, 530' right of centerline, up to 100' AGL /1099' MSL. Tree. 2577' from DER, 129' left of centerline, 100' AGL/1109' NASI

GLENWOOD, MN

GLENWOOD MUNI (GHW)

AMDT 2 98337 (FAA)

TAKE-OFF MINIMUMS: Rwv 5, 1200-2 or std. with a min, climb of 220' per NM to 2900.

GRAFTON ND

HUTSON FIFLD (GAF)

ORIG 97086 (FAA)

TAKE-OFF MINIMUMS: Rwv 35, 400-2 or std. with a min, climb of 420' per NM to 1300.

GRAND FORKS, ND

GRAND FORKS INTL (GFK)

AMDT 2 09071 (FAA)

NOTE: Rwv 9L. tree 127' from DER, 451' left of centerline, 12' AGL/853' MSL. Rwy 27R, bush 38' from DER, 474' right of centerline, 5' AGL/844' MSL, Rwy 35L, obstruction light on DME 645' from DER, 198' left of centerline, 21' AGL/860' MSL, Rwv 35R, tree 1259' from DER, 521' right of centerline, 41' AGL/880' MSL. Tree 1655' from DER, 271' left of centerline, 45' AGL/ 884'MSL.

GRANT MARAIS. MN

GRAND MARAIS/COOK COUNTY (CKC) ORIG 09015 (FAA)

NOTE: Rwv 9, trees beginning 58' from departure end of runway, 168' right of centerline up to 54' AGL/1833' MSL, Bushes 112' from departure end of runway, 142' left of centerline, 11' AGL/1805' MSL. Tree 464' from departure end of runway, 75' left of centerline, 14' AGL/ 1813' MSL. Rwy 27, trees beginning 85' from departure end of runway, 187' left of centerline, up to 59' AGL/1858' MSL. Trees beginning 282' from departure end of runway, 115' right of centerline, up to 42' AGL/1861'

GRAND RAPIDS, MN

GRAND RAPIDS/ITASCA COUNTY-GORDON NEWSTROM FIELD (GPZ)

AMDT 4 09127 (FAA)

TAKE-OFF MINIMUMS: Rwys 5,10,23,28, NA-Environmental.

NOTE: Rwv 16, tree 1655' from DER, 899' left of centerline, 51' AGL/1410' MSL. Tree 3236' from DER, 1130' right of centerline, 82' AGL/1441' MSL. Rwy 34, tree 3416' from DER, 1253' right of centerline, 100' AGL/1399' MSL.



GREGORY.SD

GREGORY MUNI. FLYNN FIELD (9D1) ORIG 97142 (FAA)

TAKE-OFF MINIMUMS: Rwv 31, 400-2 or std. with a min. climb of 210' per NM to 2600.

GWINNER.ND

GWINNER-ROGER MEI ROE FIELD (GWR) ORIG 09183 (FAA)

TAKE-OFF MINIMUMS: Rwvs 6.24, NA-Environment. Rwy 34. Std. w/min. climb of 216' per NM to 2000, or 900-21/2 for climb in visual conditions.

DEPARTURE PROCEDURE: Rwv 34, for climb in visual conditions, cross Gwinner-Roger Melroe Field at or above 2000, before proceeding on course.

NOTE: Rwv 16, terrain beginning 15' from DER, 73' right of centerline, 1257' MSL, Rwy 34, road and vehicle 436' from DER, on centerline, 15' AGL/1286' MSL.

HAWLEY, MN

HAWLEY MUNI (04Y)

ORIG 07074 (FAA)

NOTE: Rwv 34, road 15' from departure end of runway. 421' left of centerline, 15' AGL/1224' MSI

HETTINGER.ND

HETTINGER MUNI (HEI)

AMDT 1 98225 (FAA)

TAKE-OFF MINIMUMS: Rwv 12, 300-1 or std. with a min, climb rate of 220' per NM to 3000, Rwys 17, 35 NA.

HIBBING, MN

CHISHOLM-HIBBING (HIB)

AMDT 6 04218 (FAA)

DEPARTURE PROCEDURE: Rwv 22, climb via heading 227° to 2200 before turning right. Rwy 31, climb via heading 310° to 2200 before turning left.

NOTE: Rwy 4, antenna on pole, 361' from departure end of runway, 409' right of centerline, 1377' MSL. Rwy 13, obstacle light on pole, 1184' from departure end of runway, 636' left of centerline. Numerous trees beginning 1291' from departure end of runway, 745' left of centerline up to 1419' MSL. Trees 1497' from departure end of runway, 563' right of centerline. 1388' MSL. Rwv 22, multiple trees beginning 368' from departure end of runway, 170' right of centerline, up to 1416' MSL. Multiple trees beginning 413' from departure end of runway, 117' left of centerline, up to 1400' MSL. Rwy 31, light standard, 865' from departure end of runway, 595' right of centerline, 1381' MSL.

HILLSBORO.ND

HILLSBORO MUNI (3H4)

ORIG 97198 (FAA)

DEPARTURE PROCEDURE: Rwys 16, 34, climb runway heading to 2000 prior to turning westbound.

HINCKI FY. MN

FIFLD OF DREAMS (04W) ORIG 08045 (FAA)

NOTE: Rwv 6 Tree 82' from departure end of runway 480' right of centerline 100' AGL /1114' MSL Tree 143' from departure end of runway, 161' left of centerline, 100' AGL/1114' MSL. Rwy 24. Tree 48' from departure end of runway 165' left of centerline 100' AGL /1124' MSL

HOT SPRINGS, SD

HOT SPRINGS MUNI (HSR) ORIG 97142 (FAA)

TAKE-OFF MINIMUMS: Rwv 1, 300-1 or std. with a min. climb of 360' per NM to 5000, Rwy 19, 300-2 or std. with a min. climb of 250' per NM to 5000.

DEPARTURE PROCEDURE: Rwvs 1.19. climb runway heading to 5000 before proceeding westbound

HURON SD

HURON RGNI (HON) AMDT 5 09239 (FAA)

> NOTE: Rwy 12, trees and pole beginning 918' from DER. 525' left of centerline, up to 62' AGL/1341' MSL, Trees beginning 291' from DER, 234' right of centerline, up to 100' AGL/1389' MSL. Rwv 17. trees beginning 236' from DER, 307' left of centerline, up to 67' AGL/1346' MSL. Trees beginning 264' from DER, 262' right of centerline, 73' AGL/1352' MSL, Rwv 30, trees beginning 3428' from DER, 1378' left of centerline, up to 100' AGL/1394' MSL. Rwv 35, trees beginning 60' from DER, 104' left of centerline, up to 49' AGL/1328' MSL. Trees beginning 251' from DER, 97' right of centerline. 52'AGL/1331'MSL.

INTERNATIONAL FALLS. MN

FALLS INTL (INL)

AMDT 3 08101 (FAA)

NOTE: Rwy 4, Tree 392' from departure end of runway 311'left of centerline, 51'AGL/1231'MSL, Rwv 13. multiple trees beginning 1999' from departure end of runway, 773' left of centerline, up to 63' AGL/1233' MSL. Pole 1091, from departure end of runway, 703' right of centerline, 37' AGL/1207' MSL. Road 1005' from departure end of runway, 766' left of centerline, 15' AGL/ 1195' MSL. Rwy 22, Multiple trees beginning 433' from departure end of runway 273' left of centerline, up to 33' AGL/1213' MSL. Trees 1144' from departure end of runway 136' right of centerline, 28' AGL/1208' MSL. Rwv 31. Trees 968' from departue end of runway, 752' left of centerline, 56' AGL/1236' MSL.

 $\overline{f V}$ take-off minimums and (obstacle) departure procedures $\overline{f V}$

JACKSON MN

JACKSON MUNI (MJO) ORIG 08045 (FAA)

TAKE-OFF MINIMUMS: Rwys 4.22, NA-TURE

DEPARTURE PROCEDURE: Rwv 13, Climb heading

134° to 1900 before turning right

NOTES: Rwv 13. Trees beginning 1474' from departure

end of runway 556' left of centerline up to 80' AGL /1539' MSI Vehicle on road 258' from departure end of

618' left of centerline, 15' AGL/1446' MSL. Trees

runway, 559' from centerline, 15' AGL/1459' MSL. Rwy 31. Vehicle on road 465' from departure end of runway

beginning 1616' from departure end of runway, 580' right

of centerline up to 80' AGI /1519' MSI. Trees

beginning 1110' from departure end of runway, 429' left of centerline up to 80' AGL/1509' MSL

JAMESTOWN, ND JAMESTOWN RGNI (JMS)

AMDT 1 07242 (FAA)

NOTE: Rwv 22, antenna and tank beginning 2960' from departure end of runway, 1007' left of centerline, up to 150' AGL/1631' MSL. Rwv 31, multiple trees beginning 2129' from departure end of runway 47' right of centerline, up to 60' AGL/1560' MSL.

LITCHFIELD. MN

LITCHFIELD MUNI (LJF) DEPARTURE PROCEDURE: Rwvs 13.31, climb to 1800 on runway heading before proceeding on course.

LITTLE FALLS, MN

LITTLE FALLS/MORRISON COUNTY CHARLES A LINDBERGH FIFLD (LXL)

AMDT 3 96172 (FAA) TAKE-OFF MINIMUMS: Rwv 13. 300-1 or std. with a min_climb of 250' per NM to 1500_Rwv 36, 600-11/2 or

std. with a min. climb of 345' per NM to 1700. DEPARTURE PROCEDURE: Rwv 31, climb to 1700 before turning.

LONG PRAIRIE, MN

TODD FIELD (14Y) ORIG 08157 (FAA)

> NOTE: Rwv 16, tree 273' from departure end of runway. 310' right of centerline, 100' AGL/1436' MSL. Rwy 34, tree 70' from departure end of runway, 100' right of centerline, 100' AGL/1439' MSL, Tree 122' from departure end of runway, 105' left of centerline, 100' AGL/ 1436' MSL, Tree 18' from departure end of runway, 106' right of centerline, 100' AGL/1433' MSL.

MANKATO. MN

MANKATO RGNL (MKT)

ORIG 09267 (FAA) NOTE: Rwy 4, trees beginning 447' from DER, 408'

up to 1029' MSL.

right of centerline, up to 100' AGL/1078' MSL. Trees beginning 1996' from DER, 17' left of centerline, up to 100' AGL/1084' MSL. Rwy 15, trees beginning 1552' from DER, 719' left of centerline, up to 100' AGL/1088' MSL. Rwy 22, trees beginning 2370' from DER, 989' right of centerline, up to 100' AGL/1069' MSL. Rwy 33, trees beginning 2085' from DER, 780' right of centerline, up to 100' AGL/1077' MSL. Rising terrain 9' from DER, 65' right of centerline, up to 1029' MSL. Terrain beginning 82' from DER, 60' left of centerline,

MARSHALL, MN

SOUTHWEST MINNESOTA RGNI MARSHALL/ RYAN FIFI D (MMI)

ΔMDT 2 08101 (ΕΔΔ)

TAKE-OFF MINIMUMS: Rwv 20. Std. w/min. climb of 270' per NM to 2000, or 1000-3 for climb in visual.

DEPARTURE PROCEDURE: Rwy 20. for climb in

visual conditions, cross Marshall Airport at or above 2000 MSL before proceeding on course.

NOTE: Rwv 12. Pole 706' from departure end of runway.

671' right of centerline, 60' AGL/1212' MSL, pole 1580' from departure end of runway, 732' left of centerline, 70'

AGL/1225' MSL, antenna 1496' from departure end of runway, 620' right of centerline, 64' AGL/1219' MSL. pole 1185' from departure end of runway, 540' right of centerline, 55' AGL/1210' MSL, tree 3564' from

departure end of runway, 400' right of centerline, 110' AGL/1269' MSL, tree 2135' from departure end of runway, 113' left of centerline, 77' AGL/1232' MSL. Rwy 30. Vehicle on road 1' from departure end of runway. 435' left of centerline, 24' AGL/1200' MSL.

MILBANK. SD

MILBANK MUNI (1D1) ORIG 08101 (FAA)

TAKE-OFF MINIMUMS: Rwy 25, Std. w/a min. climb of 207' per NM to 1900, or 900-21/2 for climb in visual conditions

DEPARTURE PROCEDURE: Rwy 25, For climb in visual conditions cross Milbank Muni airport at or abov

e 1900 before proceeding on course. NOTE: Rwy 7, trees beginning 1207' from departure end of runway, 387' left of centerline, up to 100' AGL/1219' MSL. Vehicle on road 829' from departure end of runway, 373' right of centerline, 15' AGL/1134' MSL.

Building 322' from departure end of runway, 582' right of

centerline, 25' AGL/1134' MSL. Rwy 13, trees beginning 1448' from departure end of runway, 394' right of centerline, up to 100' AGL/1219' MSL, Vehicle on road 218' from departure end of runway, 490' left of centerline, 15' AGL/1134' MSL, Building 78' from departure end of runway, 397' left of centerline, 25' AGL/ 1134'MSL, Rwy 25, tree 3584' from departure end of

runway, 477' left of centerline, 100' AGL/1249' MSL. Rwy 31, tree 2992' from departure end of runway, 715' left of centerline, 100' AGL/ 1239' MSL.

MILLER, SD MILLER MUNI (MKA)

ORIG 08269 (FAA)

NOTE: Rwv 15, vehicle on road 769' from departure end of runway, 642' right of centerline, 15' AGL/1599' MSL. Snow removal equipment 206' from departure end of runway, 475' right of centerline, 21' AGL/1594' MSL. Tree 3903' from departure end of runway, 998' left of centerline, 100' AGL/1684' MSL, Rwv 33, vehicle on road 450' from departure end of runway, 560' left of centerline, 15' AGL/1584' MSL. Tree 762' from departure end of runway, 628' left of centerline, 100' AGL/1669'MSL.

09295



09295 MINNEAPOLIS, MN

ANOKA COUNTY-BLAINE AIRPORT (JANES FIELD) (ANE)

AMDT 4 07018 (FAA)

DEPARTURE PROCEDURE: Rwy 9, climb heading 089° to 2600 before turning right. Rwy 18, climb heading 179° to 2600 before turning left. Rwy 27, climb heading 269° to 1800 before proceeding southeast bound. Rwy 36, climb heading 359° to 1800 before proceeding southeast bound.

NOTE: Rwy 9, multiple trees 821' from departure end of runway, 619' right of centerline, up to 51' AGL/961' MSL. Tank 1.1 NM from departure end of runway, 1280' right of centerline, 170' AGL/1082' MSL. Rwy 27, multiple trees 559' from departure end of runway, 404' left of centerline, up to 50' AGL/946' MSL. Multiple trees 480' from departure end of runway, 394' right of centerline, up to 26' AGL/922' MSL. Rwy 36, multiple trees 191' from departure end of runway, 495' right of centerline, up to 78' AGL/971' MSL. Multiple trees 1456' from departure end of runway, 53' left of

CRYSTAL (MIC)

AMDT 2 81050 (FAA)

centerline, up to 59' AGL/958' MSL.

TAKE-OFF MINIMUMS: Rwys14L,14R,32L,32R, 300-1. Rwys24L,24R,300-1 or std. with a min. climb of 215' per NM to 1000. Rwys6L,6R,300-1 or std. with a min. climb of 285' per NM to 1000. DEPARTURE PROCEDURE: Rwys6L,6R,14L,14R, eastbound departures (050°-130°) climb runway

eastbound departures (050°-130°) climb runway heading to 2800 before turning.

FLYING CLOUD (FCM) AMDT 4 08157 (FAA)

NOTE: Rwv 10L, multiple antenna's on hangar's beginning 270' from departure end of runway, 330' left of centerline, up to 26' AGL/932' MSL. Tree 682' from departure end of runway, 668' right of centerline, 26 AGL/932' MSL. Rwy 10R, multiple obstruction light on poles beginning 287' from departure end of runway. 345' right of centerline, up to 36' AGL/939' MSL. Hangar 150' from departure end of runway, 422' right of centerline, 21' AGL/920' MSL. Antenna on building, 536' from departure end of runway, 263' right of centerline, 14' AGL/913' MSL. Rwy 18, multiple trees beginning 338' from departure end of runway, 166' left of centerline, up to 62' AGL/961' MSL. Obstruction light on fence 176' from departure end of runway, 127' left of centerline, 10' AGL/910' MSL. Vehicle and road 198' from departure end of runway, 196' left of centerline, 15' AGL/918' MSL, Floodlight 148' from departure end of runway, 374' right of centerline, 38' AGL/938' MSL. Obstruction light on hangar 282' from departure end of runway, 317' right of centerline, 37' AGL/937' MSL. Rwy 28R, Hangar 259' from departure end of runway, 355' right of centerline, 18' AGL/931' MSL. Rwy 36, wind vane 923' from departure end of runway, 404' left of centerline, 61' AGL/960' MSL. Vent on building 943' from departure end of runway, 295' left of centerline, 44' AGL/943' MSL. Pole 714' from departure end of runway, 351' left of centerline, 33' AGL/932' MSL. Multiple trees beginning 504' from departure end of runway, 324' right of centerline, up to 67' AGL/966' MSL.

MINNEAPOLIS-ST. PAUL INTL (WOLD CHAMBERLAIN) (MSP) AMDT 11 07130 (FAA)

TAKEOFF MINIMUMS: **Rwy 35**, std. with a min. climb of 219' per NM to 2100.

DEPARTURE PROCEDURE: **Rwy 4**, climb heading 043° to 2100 before turning left. **Rwy 30L**, climb heading 299° to 2100 before turning right. **Rwy 30R**, climb heading 299° to 2100 before turning right. **Rwy 35**, climb via heading 348° to 2100 before turning left.

Rwy 35, climb via heading 348° to 2100 before turning left.

NOTE: Rwy 4, multiple trees beginning 800' from departure endof runway, 264' left of centerline, up to 75' AGL/921' MSL. Rod on building 2528' from departure endof runway, 1175' left of centerline, 78' AGL/922'

MSL. Fence 803' from departure end of runway, 585' left of centerline, 15' AGL/860' MSL. Antenna on OL building 456' from departure end of runway, 319' left of centerline, 13' AGL/850' MSL. Light poles 1932' from departure end of runway, 718' left of centerline, 45'

centerline, 13' AGL/850' MSL, Light poles 1932' from departure end of runway, 718' left of centerline, 45' AGI /885 MSI Stack 4535 from departure end of runway, 481' left of centerline, 139' AGL/949' MSL, Rwy 12R, multiple trees beginning 1477' from departure end of runway, 407' left of centerline, up to 86' AGL/851' MSL. Multiple trees beginning 1426' from departure end of runway 124' right of centerline, up to 111' AGL/ 847' MSL. Light pole 1408' from departure end of runway, 746' right of centerline, 85' AGL/843' MSL. Radar RFLTR 983' from departure end of runway, 32' left of centerline, 15' AGL/829' MSL. Pipe on building. 826' from departure end of runway 576' left of centerline, 10' AGL/825' MSL. Obstruction light on localizer 766' from departure end of runway, on centerline, 7'AGL/821'MSL, Rwy 17, antenna 1272' from departure end of runway, 562' right of centerline. 57' AGI /891' MSI Pole 409' from departure end of runway, 530' right of centerline, 29' AGL/866' MSL. WDI on building 2619' from departure end of runway. 881' left of centerline, 97' AGL/918' MSL, Building 2619' from departure end of runway, 859' left of centerline 84' AGL/905' MSL Light 1176' from departure end of runway, 291' right of centerline, 11' AGL/875' MSL. Tree 2619' from departure end of runway, on centerline, 79' AGL/900' MSL. Rwy 22, tree 2906' from departure end of runway, 833' right of centerline, 94' AGL/934' MSL, Hopper 1717' from departure end of runway, 456' left of centerline, 48' AGL/888' MSL. Rwv 30L, multiple trees beginning 1113' from departure end of runway, 701' left of centerline, up to 80' AGL/919' MSL. Tree 1230' from departure end of runway, 633' right of centerline, 30' AGL/877' MSL. Ground 28' from departure end of runway, 490' right of centerline, 0' AGL/844' MSL. Rwy 30R, building 1056' from departure end of runway. 198' left of centerline, 13' AGL/853' MSL, Multiple trees beginning 3010' from departure end of runway. 334' left of centerline, up to 94' AGL/940' MSL. Light pole 1849' from departure end of runway, 698' right of centerline, 17' AGL/871' MSL. Fence 1327' from departure end of runway, 667' right of centerline, 8'

departure end of runway, 47' right of centerline, 38' AGL/898' MSL. Rwy 35, tree 175' from departure end of runway, 398' right of centerline, 73' AGL/883' MSL. Multiple trees beginning 1989' from departure end of runway, 351' left of centerline, up to 65' AGL/902' MSL. Multiple buildings beginning 5.45 NM from departure end of runway, 1787' left of centerline, up to 811' AGL/1743' MSL.

AGL/857' MSL. Tree 3703' from departure end of

centerline, 67' AGL/914' MSL, Rod on pole 3143' from

runway, 350' right of

MINOT, ND

MINOTINTI (MOT)

AMDT 3 06103 (FAA)

TAKE-OFF MINIMUMS: Rwv 26, 300-1% or std. with a min_climb of 219' per NM to 2000

DEPARTURE PROCEDURE: Rwv 13, climb via heading 128° to 2200 before turning right Rwy 26. climb via heading 260° to 2300 before turning left.

NOTE: Rwv 8. tree 1801' from departure end of runway. 292' left of centerline, 56' AGL /1714' MSL. Tree 1459' from departure end of runway, 528' left of centerline, 47' AGL/1705 MSL. Rwv 26. tree 1750 from departure end of runway, 618' right of centerline, 71' AGL/1786' MSL. Tree 1829' from departure end of runway, 376' left of centerline, 65' AGL/1780' MSL, Light pole 1110' from departure end of runway, 610' left of centerline, 44' AGL/1759' MSL. Tank 1.1 NM from departure end of runway, 1810' right of centerline, 184' AGL/1899' MSL. Tree 1782' from departure end of runway, 273' right of centerline 49' AGL/1764' MSL Light pole 1294' from departure end of runway, 452' right of centerline, 29' AGL/1751 MSL. Tree 2019 from departure end of runway, 393' right of centerline, 54' AGL/1769' MSL. Building 1431' from departure end of runway, 301' right of centerline, 38' AGL/1753' MSL, Light pole 1418' from departure end of runway, 23' right of centerline. 36' AGL/1751' MSL

MITCHELL. SD

MITCHELL MUNI (MHE)

AMDT 1 86240 (FAA)

DEPARTURE PROCEDURE: Rwvs 12.17, climb to 1800 before turning.

MOBRIDGE, SD

MOBRIDGE MUNI(MBG)

ORIG 88154 (FAA)

TAKE-OFF MINIMUMS: RWY 35, 300-1.

DEPARTURE PROCEDURE: Rwys 12, 17, 30, 35, climb runway heading to 2500 before turning on course.

MONTEVIDEO, MN

MONTEVIDEO-CHIPPEWA COUNTY (MVE)

TAKE-OFF MINIMUMS: Rwv 21, 400-11/2. DEPARTURE PROCEDURE: Rwv 14. climb runwav

heading to 1500 before turning.

MOOSE LAKE, MN

MOOSE LAKE CARLTON COUNTY (MZH) ORIG 94006 (FAA)

TAKE-OFF MINIMUMS: Rwvs 4.22.300-1.

MORRIS. MN

MORRIS MUNI-CHARLIE SCHMIDT FLD

ORIG 08045 (FAA)

TAKE-OFF MINIMUMS: Rwys 4, 22, NA-

Environmental.

NOTE: Rwv 32. Trees 2888' from departure end of runway, 1125' left of centerline, 100' AGL/1209' MSL.

OAKES ND

OAKES MUNI (2D5)

ORIG 97142 (FAA)

TAKE-OFF MINIMUMS: Rwv 30, 300-1 or std. with a min, climb of 260' per NM to 1700.

OLIVIA. MN

OLIVIA RGNL (OVL)

AMDT 1 86044 (FAA)

TAKE-OFF MINIMUMS: Rwv 11, 300-1

ORR. MN

ORR RGNI (ORB)

AMDT 1 80136 (FAA)

TAKE-OFF MINIMUMS: Rwv 13, 500-2 or std. with a min_climb of 260' per NM to 1900

ORTONVILLE. MN

ORTONVILLE MUNI-MARTINSON FIELD (\/\/\)

ORIG 81274 (FAA)

TAKE-OFF MINIMUMS: Rwy 16, 300-1 or std. with a min, climb of 210' per NM to 1300.

OWATONNA, MN

OWATONNA DEGNER RGNI (OWA)

AMDT 2 97030 (FAA)

DEPARTURE PROCEDURE: Rwv 12, climb runwav heading to 1500 before turning on course.

PEMBINA, ND

PEMBINA MUNI (PMB)

ORIG 85325 (FAA)

DEPARTURE PROCEDURE: Rwy 33, climb runway heading 3200 before turning left.

PERHAM, MN

PERHAM MUNI (16D)

ORIG 98113 (FAA)

TAKE-OFF MINIMUMS: Rwy 12, 500-2 or std. with a min. climb of 210' per NM to 2000. Rwy 30, 400-1 or std. with a min. climb of 270' per NM to 1800.

DEPARTURE PROCEDURE: Rwy 12, climb runway heading to 2000 before proceeding on course. Rwy 30, climb runway heading to 1800 before proceeding on course.

PIERRE.SD

PIERRE RGNL (PIR)

AMDT 2 85115 (FAA)

TAKE-OFF MINIMUMS: Rwy 25, 300-1.

PINE RIDGE, SD

PINE RIDGE (IEN)

ORIG 97226 (FAA)

TAKE-OFF MINIMUMS: Rwv 12, 300-1 or std, with a min. climb of 350' per NM to 3600. Rwy 24, 300-1 or std. with a min. climb of 220' per NM to 3500. Rwy 30, 300-1 or std. with a min. climb of 300' per NM to 3600.



PIPESTONE. MN

PIPESTONE MUNI (PON)

ORIG 08045 (FAA)

TAKE-OFF MINIMUMS: Rwvs 9.27, NA-Environmental. NOTE: Rwv 18. Trees beginning 3811' from departure end of runway, 854' right of centerline, up to 100' AGL/ 1859' MSI

PRESTON MN

FILLMORE COUNTY (FKA) ORIG 98113 (FAA)

TAKE-OFF MINIMUMS: Rwvs 11.29.300-1.

PRINCETON, MN

PRINCETON MUNI (PNM)

AMDT 1 05132 (FAA)

NOTE: Rwv 15. trees 982' from departure end of runway. 335' right of centerline, 50' AGL/1029' MSL. Trees 1449' from departure end of runway, 387' left of centerline, 50' AGL/1029' MSL, Rwy 33, barn 1159' from departure end of runway, 780' right of centerline, 50' AGL/1139'MSL, multiple trees, terrain, and road beginning 36' from departure end of runway, 84' right of centerline, up to 50' AGL/1045' MSL.

RAPID CITY, SD

RAPID CITY RGNL (RAP) AMDT 6 07130 (FAA)

DEPARTURE PROCEDURE: Rwv 5, climb on heading between 255° clockwise to 210° from departure end of runway, or min, climb of 240' per NM to 8800 for all other courses. Rwy 14, climb on heading between 325° clockwise to 210° from departure end of runway, or min. climb of 245' per NM to 8900 for all other courses. Rwy 23, climb on heading between 210° counter clockwise to 055° from departure end of runway, or min, climb of 268' per NM to 8900 for all other courses. Rwy 32, climb on heading between 255° clockwise to 140° from departure end of runway, or min. climb of 242' per NM to 8800 for all other courses.

NOTE: Rwv 5, fence 133' from departure end of runway. 249' left of centerline, 10' AGL/3215' MSL. Rwy 23, hangar 201' from departure end of runway, 299' left of centerline, 24' AGL/3193' MSL. Fence 334' from departure end of runway, 256' right of centerline, 10' AGL/3184' MSL. Rwy 32, obstruction light 662' from departure end of runway, 243' left of centerline, 54' AGL/ 3213' MSL. Fence 1002' from departure end of runway. 751' right of centerline, 10' AGL/3233' MSL. Tower 1.9 NM from departure end of runway, 3503' right of centerline, 152' AGL/3520' MSL.

RAY S. MILLER AAF (KRYM)

CAMP RIPLEY, MN AMDT 2, 09155 TAKE-OFF OBSTACLES: Rwy 13, Terrain 1270' MSL, 73' from DER, 8' left and right of centerline. Vehicle 15' AGL/1180' MSL, 765' from DER, 638' left of centerline. Rwy 31, Terrain 1273' MSL, 54' from DER, 9' left and right of centerline. Trees 64' AGL/1282' MSL, 798' from DER, 325' left and right of centerline.

RED WING MN

RED WING RGNL (RGK)

AMDT 1 01137 (FAA)

DEPARTURE PROCEDURE: Rwv 9, 700-4 or std. with a min_climb of 270' per NM to 1700

REDWOOD FALLS, MN

REDWOOD FALLS MUNI (RWF)

ORIG 09071 (FAA)

TAKE-OFF MINIMUMS: Rwys 5, 23, NA-Environmental. NOTE: Rwy 12, numerous buildings beginning 388' from DER, 376' right of centerline, up to 13' AGL/1052' MSL. Numerous fences beginning 6' from DER 329' right of centerline up to 13' AGL /1052' MSL Tree 62' from DER 444' left of centerline, 11' AGL/1040' MSL. Rwv 30. multiple trees beginning 865' from DER 401' right of centerline, up to 100' AGL/1119' MSL. Vehicle on road 128' from DER 306' right of centerline 15' AGI /1027'

ROCHESTER.MN

ROCHESTER INTL (RST)

ORIG 09015 (FAA)

NOTE: Rwv 2, road 73' from departure end of runway. 385' right of centerline, 10' AGL/1292' MSL, Tree 4377' from departure end of runway, 1132' right of centerline, 100' AGL/1399' MSL. Road 268' from departure end of runway, 366' right of centerline, 10' AGL/1290' MSL. Rwy 13, tree 1498' from departure end of runway, 840' right of centerline, 44' AGL/1348' MSL, Rwy 20, pole 259' from departure end of runway, 407' right of centerilne, 23' AGL/1338' MSL, Roads beginning 1' from departure end of runway, 231' right of centerline, up to 10' AGL/1327' MSL. Rwv 31. tree 4760' from departure end of runway, 1103' left of centerline, 100' AGL/1389' MSI

ROSEAU. MN

ROSEAU MUNI-RUDY BILLBERG FIELD (ROX) ORIG 07242 (FAA)

NOTE: Rwv 16. building 258' from departure end of runway, 505' right of centerline, 24' AGL/1078' MSL. Tree 1582' from departure end of runway, 337' left of centerline, 47' AGL/1101' MSL. Rwy 34, truck on road 41' from departure end of runway, 511' left of centerline, 15'AGL/1069'MSL.

RUSHFORD.MN

RUSHFORD MUNI (55Y)

AMDT 1 96228 (FAA)

TAKE-OFF MINIMUMS: Rwv 34, 300-1 or std. with a min, climb of 300' per NM to 1500.

DEPARTURE PROCEDURE: Rwy 16, climb runway heading to 1700 before turning eastbound.



09295

ST. CLOUD, MN

ST. CLOUD RGNL (STC)

ORIG 09239 (FAA)

TAKE-OFF MINIMÚMS: **Rwy 5**, 300-1½ or std. w/min. climb of 201′ per NM to 1300 or alternatively, with standard take-off minimums and a normal 200′/NM climb gradient, take-off must occur no later than 1100′ prior to DER.

NOTE: Rwy 5, tower 6201' from DER, 1416' left of centerline, 149' AGL/1179' MSL. Multiple trees beginning 17' from DER, 373' right of centerline, up to 59' AGL/1081' MSL. Multiple trees beginning 1752' from DER, 56' left of centerline, up to 80' AGL/1102' MSL. Rwy 13, tree 1654' from DER, 884' right of centerline, 61' AGL/1078' MSL. Tree 1265' from DER, 794' left of centerline, 42' AGL/1059' MSL. Rwy 23, trees 2109' from DER, 29' right of centerline, up to 61' AGL/1082' MSL. Trees 1725' from DER, 93' left of centerline, up to 55' AGL/1076' MSL. Fence 74' from DER, 216' left of centerline, 2' AGL, 1023' MSL. Rwy 31, terrain beginning 29' from DER, 50' right of centerline, up to 1083' MSL. Terrain beginning 107' from DER, 7' left of centerline, up to 1060' MSL.

ST. JAMES, MN

ST. JAMES MUNI (JYG) ORIG 94342 (FAA)

DEPARTURE PROCEDURE: **Rwy 15**, climb to 1900 before turning eastbound.

ST. PAUL MN

LAKE ELMO (21D)

ORIG 80318 (FAA)

TAKE-OFF MINIMUMS: **Rwy 22**, 300-1 or std. with a min. climb of 225' per NM to 1100.

ST. PAUL DOWNTOWN HOLMAN FIELD (STP)

TAKE-OFF MINIMUMS: Rwy 9, std. w/min. climb of 346' per NMto 1500. Rwy 13, std. w/min. climb of 266' per NMto 1500. Rwy 14, std. w/min. climb of 216' per NMto 1500. Rwy 27, std. w/min. climb of 436' per NMto 1500. Rwy 31, NA - obstacles. Rwy 32, std. w/min. climb of 340' per NMto 3000.

DEPÂRTURE PROCEDURE: Rwy 9, climb heading 088° to 1500 before proceeding on course. Rwy 13, climb heading 125° to 1500 before proceeding on course. Rwy 14, climb heading 143° to 1500 before proceeding on course. Rwy 27, climb heading 268° to 1700 before proceeding on course. Rwy 32, climb heading 323° to 1300 before proceeding on course.

NOTE: Rwy 9, multiple trees beginning 1265' from departure end of runway, 167' right of centerline, up to 75' AGL/1055' MSL. Multiple trees beginning 1.1 NM from departure end of runway, 124' left of centerline, up to 100' AGL/1099' MSL. Obstruction light tank 1571' from departure end of runway, 771' right of centerline, 50' AGL/81' MSL. Multiple crane 1163' from departure end of runway, 123' left of centerline, 50' AGL/758' MSL. Rwy 13, Obstruction light stack 2695' from departure end of runway, 842' right of centerline, 50' AGL/820' MSL. Tree 1563' from departure end of runway, 25' right of centerline, 61' AGL/748' MSL. Multiple trees beginning 1004' from departure end of runway, 607' left of centerline, 50' AGL/767' MSL. Tower 1,725' from

ST. PAUL DOWNTOWN HOLMAN FIELD (STP) (CON'T)

departure end of runway, 930' left of centerline, 47' AGL/ 753' MSI Vent on building 3029' from departure end of runway, 629' right of centerline, 10' AGL/783' MSL. Multiple bushes beginning 194' from departure end of runway 88' left of centerline 7'AGL/712' MSL Stack 1.879' from departure end of runway, 25' left of centerline 51'AGI /751'MSI Rwv14 multiple trees beginning 805' from departure end of runway, 2' right of centerline, up to 112' AGL/811' MSL, Multiple trees beginning 1205' from departure end of runway 64' left of centerline, up to 80' AGL/770' MSL, Poles 2810' from departure end of runway 715' right of centerline, 91' AGL/778' MSL. Rwy 27, multiple trees beginning 803' from departure end of runway, 122' left of centerline, up to 100' AGL/994' MSL. Tree 783' from departure end of runway, 105' right of centerline, 25' AGL/725' MSL. Obstruction light antenna 996' from departure end of runway, 304' right of centerline, 67' AGL/767' MSL. Light pole 1328' from departure end of runway, 222' left of centerline 50' AGL /747' MSL Building 2049' from departure end of runway, 837' right of centerline, 57' AGI /761 MSI Flaggole 2333 from departure end of runway, 199' left of centerline, 78' AGL/778' MSL, Stack 1.8 NM from departure end of runway, 635' left of centerline 569'AGI /1279'MSI

Rwv 32, road and vehicle 211' from departure end of runway, 482' left of centerline, 17' AGL/717' MSL. Railroad beginning 369' from departure end of runway. 329' left of centerline, up to 23' AGL/727' MSL, Pipe on DMF 383' from departure end of runway 269' right of centerline, 17' AGL/722' MSL, Tree 1152' from departure end of runway, 209' left of centerline, 44' AGL/744' MSL. Tree 1685' from departure end of runway, 277' right of centerline, 75' AGL/770' MSL. Sign 5668' from departure end of runway 1924' left of centerline, 86' AGL/874' MSL, Trees 5614' from departure end of runway, 1796' right of centerline, 100' AGL/939' MSL. Building 5779' from departure end of runway, 1733' right of centerline, 72' AGL/910' MSL. Pole 1.0 NM from departure end of runway, 1835' right of centerline, 157' AGL/973' MSL, Building 1,1 NM from departure end of runway, 2170' left of centerline. 122' AGL/886' MSL. Multiple buildings beginning 1.1 NM from departure end of runway, 378' left of centerline, up to 142' AGL/918' MSL

SILVER BAY, MN

SILVER BAY MUNI (BFW) ORIG 93035 (FAA)

TAKE-OFF MINIMUMS: Rwys 7, 25, 300-1.



SIOUX FALLS. SD

JOE FOSS FIELD (FSD)

AMDT 7 07242 (FAA)

TAKE-OFF MINIMUMS: Rwv 15, 200-1 or std. w/min. climb of 404' per NM to 1700. Rwv 33, 200-11/4 or std. w/min_climb of 343' per NM to 1700

DEPARTURE PROCEDURE: Rwv 3, climb heading 030° to 2300 before turning eastbound, Rwv 9, climb heading 098° to 2000, then left turn direct FSD VORTAC, Rwy 15, climb heading 150° to 2000, then right turn direct FSD VORTAC, Rwv 21, climb heading 210° to 2200 before turning eastbound. Rwy 27, climb heading 278° to 2100 before turning eastbound, Rwv 33. climb heading 330° to 2200 before turning eastbound.

NOTE: Rwv 9. antenna 2238' from departure end of runway, 919' right of centerline, 87' AGL/1506' MSL. Pole 1256' from departure end of runway, 23' left of centerline 43' AGI /1464' MSI Windsock 331' from departure end of runway, 582' right of centerline, 14' AGL/1433 MSL. Rwv 15, antenna 3056 from departure end of runway, 983' left of centerline 117' AGL/1576' MSL. Multiple trees beginning 1211' from departure end of runway, 471' left of centerline, up to 38' AGL/1477' MSL. Tower 3102' from departure end of runway, 972' left of centerline, 61' AGL/1520' MSL, Trees and pole beginning 1746' from departure end of runway, 316' right of centerline, up to 87' AGL/1516' MSL. Rwv 21. multiple trees beginning 428' from departure end of runway, 522' right of centerline, up to 75' AGL/1497' MSL, Rwv 27, multiple trees beginning 2528' from departure end of runway, 1027' left of centerline, up to 100' AGL/1509' MSL. Rwy 33, 2 lighted radio towers 3639' from departure end of runway, 894' left of centerline, 88' AGL/1585' MSL, multiple trees beginning 5370' from departure end of runway, 891' left of centerline, up to 175' AGL/1603' MSL, pole 5724' from departure end of runway, 1701' left of centerline, 45' AGI /1594'MSI

SPEARFISH.SD

BLACK HILLS-CLYDE ICE FIELD (SPF)

TAKE-OFF MINIMUMS: Rwvs 3. 8. 21. 35. 700-2 (NA at night.). Rwy 13, 900-2 or std. with a min. climb of 300' per NM to 5400. Rwy 17, NA. Rwys 26, 31, 700-2 or std. with a min. climb of 370' per NM to 4700.

DEPARTURE PROCEDURE: Rwys 3, 8, turn left. Climb to 6500, intercept the 046° bearing outbound from SPF NDB. Thence... Rwy 13, climb runway heading to 4300, then climbing left turn to 6500 via heading 360° to intercept the 046° bearing outbound from SPF NDB. Thence... Rwys 21, 35, turn right. Climb to 6500 intercept the 046° bearing outbound from SPF NDB. Thence... Rwy 26, climbing right turn to 6500 via heading 330°, intercept the 297° bearing outbound from SPF NDB. Thence... Rwy 31, after take-off, intercept 297° bearing outbound from SPF NDB. Climb to 6500. Thence... THENCE... Continue climb to enroute MEA's before proceeding on course.

STAPLES, MN

STAPLES MUNI (SAZ) AMDT 2 87211 (FAA) TAKE-OFF MINIMUMS: Rwy 14, 400-2.

STURGIS, SD

STURGIS MUNI (49R)

ORIG 96284 (FAA)

DEPARTURE PROCEDURE: Rwv 11. climb runwav heading to 6000, then direct RAP VORTAC. Rwy 29, climb runway heading to 5000, then climbing right turn to 6000 direct RAP VORTAC.

THIEF RIVER FALLS, MN

THIEF RIVER FALLS RGNL (TVF)

ORIG 09071 (FAA)

NOTE: Rwv 3. trees beginning 3058' from DER, 678' right of centerline, up to 100' AGL/1229' MSL. Rwv 13. trees beginning 565' from DER, 372' left of centerline. up to 100' AGL/1214' MSL. Trees beginning 1337' from DER, 531' right of centerline, up to 100' AGL/ 1209' MSL. Rwv 21. trees beginning 214' from DER. 544' right of centerline, up to 100' AGL/1204' MSL. Trees beginning 2185' from DER, 33' left of centerline. up to 100' AGL/1209' MSL. Rwv 31, trees beginning 126' from DER, 410' right of centerline, up to 100' AGL/1214' MSL. Trees beginning 199' from DER, 413' left of centerline, up to 100' AGL/1209' MSL. Trees beginning 1204' from DER, 449' right of centerline, up to 100' AGL/1199' MSL. Trees beginning 1579' from DER, 495' left of centerline, up to 100' AGL/1214' MSL.

TIOGA, ND

TIOGA MUNI (D60) ORIG 09239 (FAA)

> TAKE-OFF MINIMUMS: Rwvs 3. 21. NA-Environmental.

NOTE: Rwv 12, vehicle on road 1243' from DER 78' left of centerline, 15' AGL/2304' MSL, Vehicle on road. tree and pole beginning 618' from DER, 50' right of centerline, up to 100' AGL/2419' MSL, Ground 21' from DER, 481' right of centerline, 2272' MSL, Rwv 30. vehicle on road 1' from DER, 144' left of centerline, 15' AGL/2256' MSL.

TOWER. MN

TOWER MUNI (12D)

ORIG 09127 (FAA)

TAKE-OFF MINIMUMS: Rwv 8. NA - Obstacles. NOTE: Rwy 26, tree 2315' from DER, 700' right of centerline, 100' AGL/1479' MSL.

VERMILLION, SD

HAROLD DAVIDSON FIELD (VMR)

AMDT 1 09239 (FAA)

NOTE: Rwy 12, road 1' from DER, 200' right of centerline, up to 15' AGL/1156' MSL. Multiple trees beginning 541' from DER, 366' right of centerline, up to 62' AGL/1202' MSL. Rwy 30, road 79' from DER 342' left of centerline 15' AGL/1155' MSL. Road 200' from DER, 450' right of centerline, 15' AGL/1160' MSL. Fence 199' from DER, 347' left of centerline, 6' AGL/1150'MSL.

WAHPETON, ND

HARRY STERN (BWP) ORIG 93259 (FAA)

TAKE-OFF MINIMUMS: Rwy 3, 300-1.



WARREN MN

WARREN MUNI (D37)

ORIG 02108 (FAA)

DEPARTURE PROCEDURE: Rwv 30, climb runway heading to 1400 before turning on course

WARROAD MN

WARROAD INTI MEMORIAI (RRT)

ORIG 08101 (FAA)

TAKE-OFF MINIMUMS: Rwvs 4, 22, NA-Environmental

WASECA. MN

WASECA MUNI (ACQ)

ORIG 09015 (FAA)

NOTE: Rwy 15, tree 560' from departure end of runway 560' right of centerline 100' AGI /1239' MSL. Terrain beginning 172' from departure end of runway, on centerline, up to 1149' MSL, Rwy 33. tree 5042' from departure end of runway, 1533' right of centerline, 100' AGL/1259' MSL.

WATERTOWN, SD

WATERTOWN RGNL (ATY)

ORIG 07242 (FAA)

NOTE: Rwv 12, tree 2015 from departure end of runway, 328' right of centerline, 100' AGL/1783' MSL. Rwv 30, trees 2149' from departure end of runway, 10' right of centerline, 51' AGL/1810' MSL. Tree 2200' from departure end of runway 441' left of centerline, 70' AGL/1810' MSL. Tree 2082' from departure end of runway, 121' right of centerline, 55' AGI /1806' MSI

WATFORD CITY, ND

WATFORD CITY MUNI (\$25)

ORIG 98225 (FAA)

TAKE-OFF MINIMUMS: Rwv 30, 400-1 or std, with a min, climb of 340' per NM to 2600, Rwy 12, 300-1 or std. with a min climb of 300' per NM to 2600.

WHEATON. MN

WHEATON MUNI (ETH)

AMDT 1 92177 (FAA)

TAKE-OFF MINIMUMS: Rwv 16, 300-1, Rwvs 4, 22. NA.

WILLISTON, ND

SLOULIN FIELD INTL (ISN)

AMDT 3 00251 (FAA)

TAKE-OFF MINIMUMS: Rwy 29, 300-1 or std. with a min. climb of 270' per NM to 2300.

DEPARTURE PROCEDURE: Rwv 20. climb runwav heading to 2300 before turning westbound.

WILLMAR. MN

WILLMAR MUNIL IOHN L. RICE FIELD (RDH)

ORIG 06327 (FAA)

NOTE: Rwv 31, tree 1338 from departure end of runway, 740' left of centerline, 67' AGL/1193' MSI

WINNER SD

WINNER RGNI (ICR) AMDT 3 09127 (FAA)

> TAKE-OFF MINIMUMS: Rwys 3, 21, NA-Environmental

WINONA, MN

WINONA MUNI-MAX CONRAD FIELD (ONA)

AMDT 3 96228 (FAA)

TAKE-OFF MINIMUMS: Rwv 12, 300-1 or std. with a min, climb of 320' per NM to 800, Rwy 17. 600-1 or std with a min_climb of 500' per NM to 1300, Rwy 30, 500-1 or std. with a min. climb of 500' per NM to 1200, Rwy 35, 700-1 or std. with a min. climb of 390' per NM to 1500.

DEPARTURE PROCEDURE: Rwv 12. climb to 1900 via ONA R-110 before turning Rwys 17. 30, 35, climb runway heading to 1900 before turnina.

WORTHINGTON, MN

WORTHINGTON MUNI (OTG)

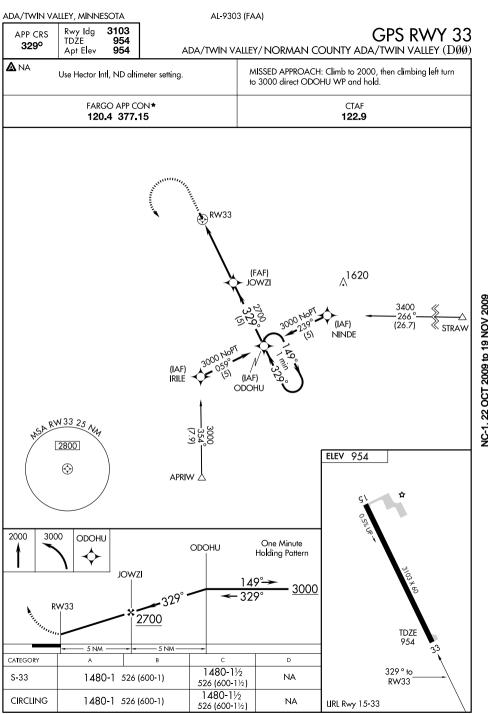
AMDT 2 88154 (FAA)

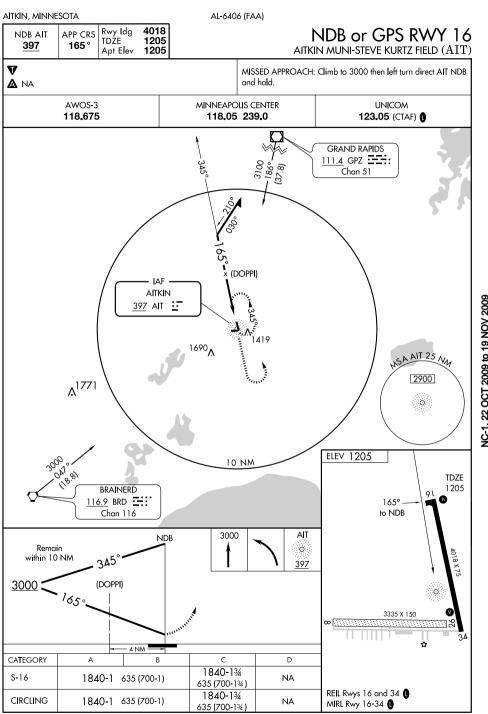
TAKE-OFF MINIMUMS: Rwv 17, 300-1. DEPARTURE PROCEDURE: Rwvs 11.17.29. 35, when weather is below 800-1 climb runway heading to 2400 before turning.

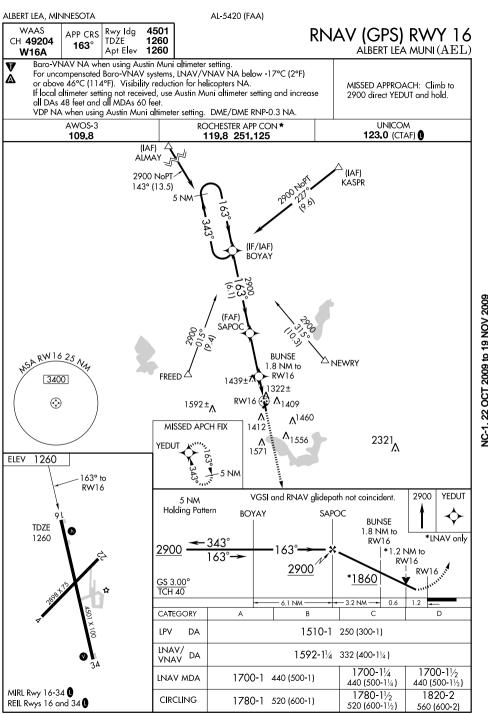
YANKTON.SD

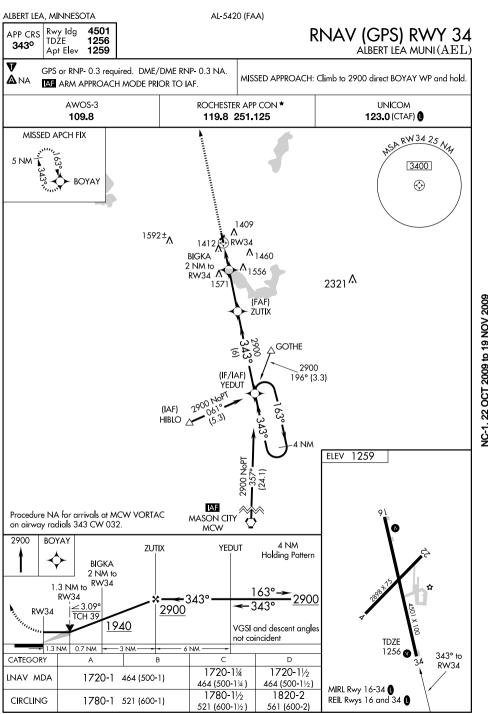
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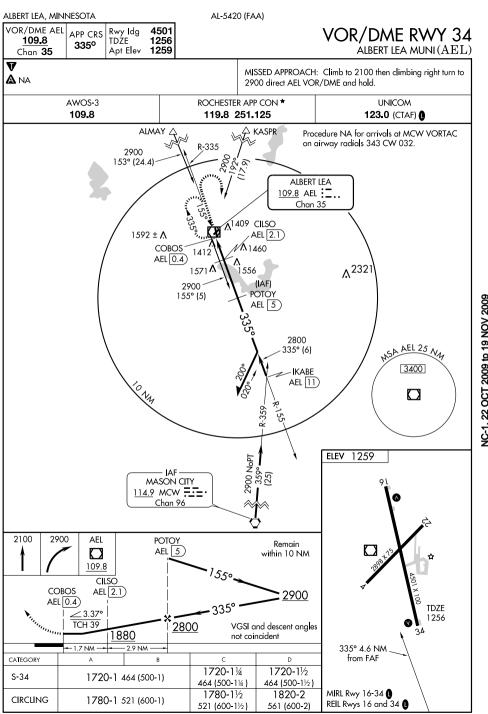
TAKE-OFF MINIMUMS: Rwy 31, 300-1. DEPARTURE PROCEDURE: Rwvs 1.13.19. 31, climb runway heading to 2400 before turning.

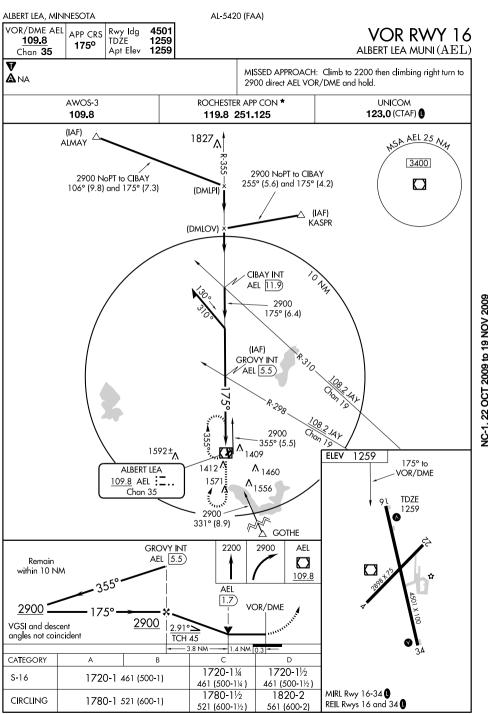


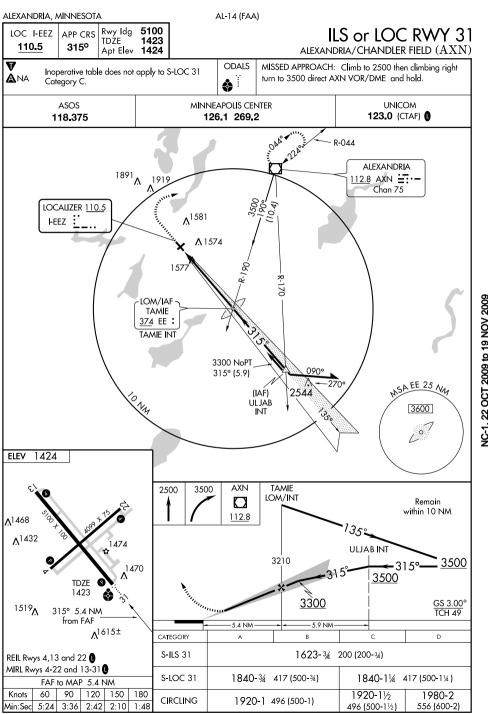












DA

1880-34

457 (500-3/4)

1920-1 496 (500-1)

1880-11/4

457 (500-11/4)

1920-11/2

496 (500-11/2)

1880-11/2

457 (500-11/2)

1980-2

556 (600-2)

VNAV

LNAV MDA

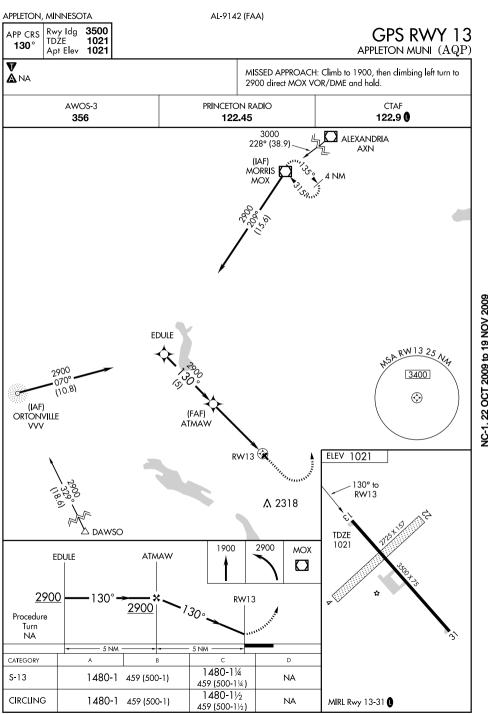
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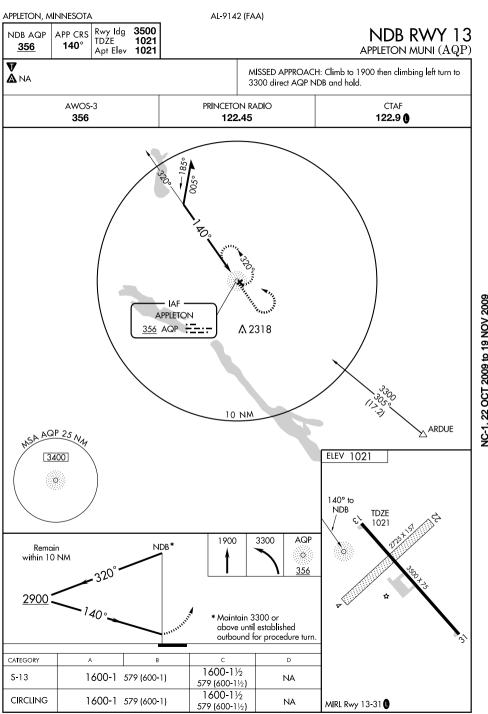
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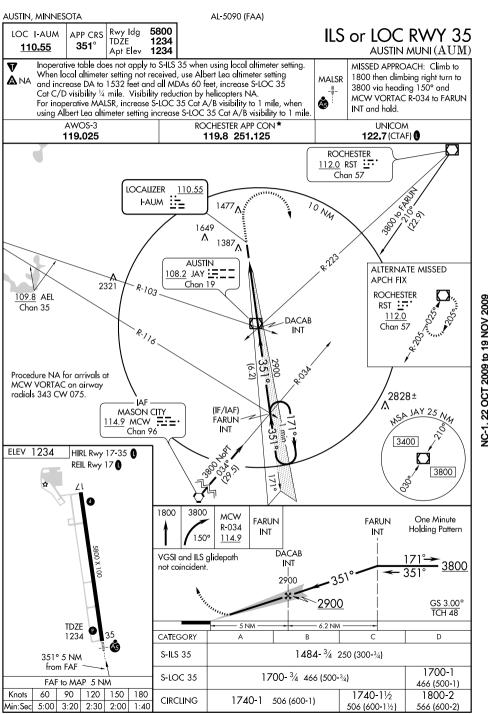
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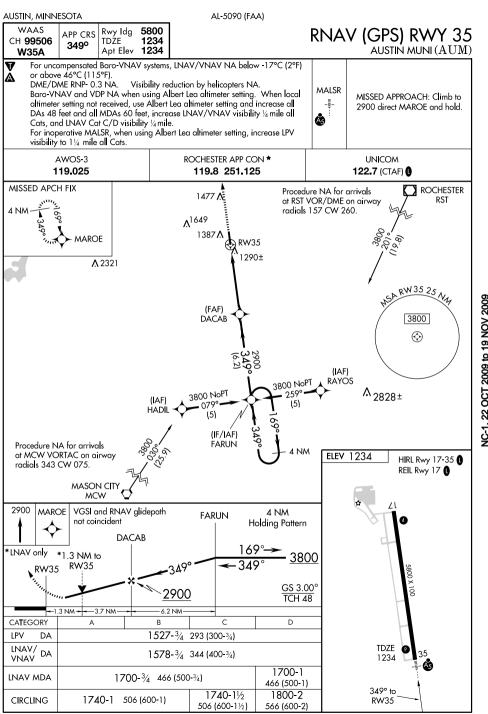
REIL Rwys 4, 13 and 22 **1**

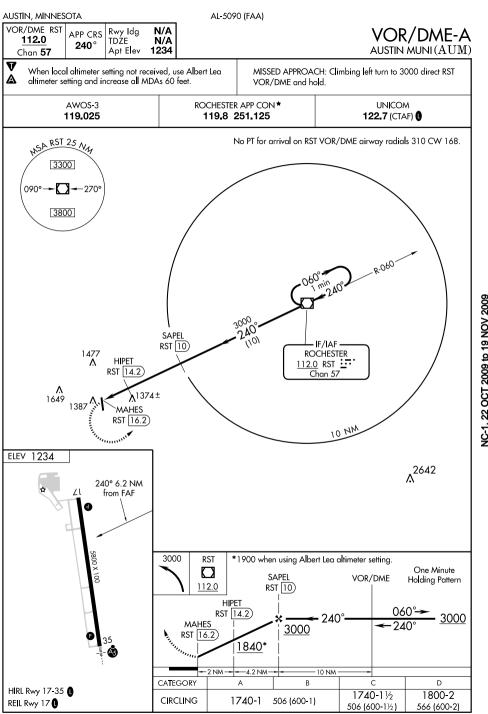
MIRL Rwys 4-22 and 13-31

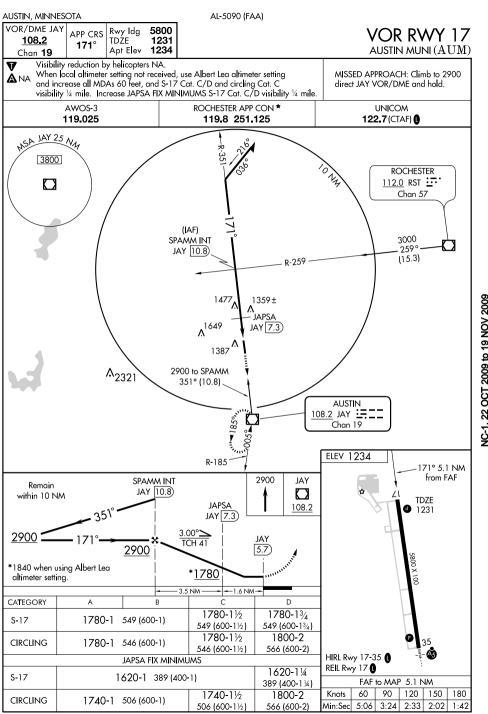


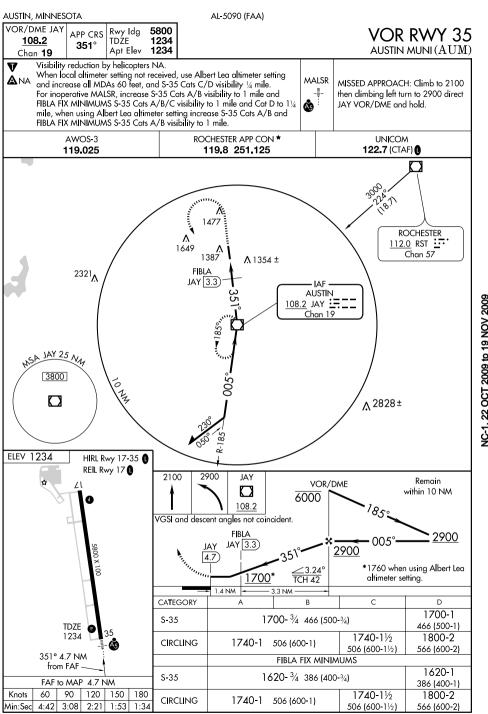






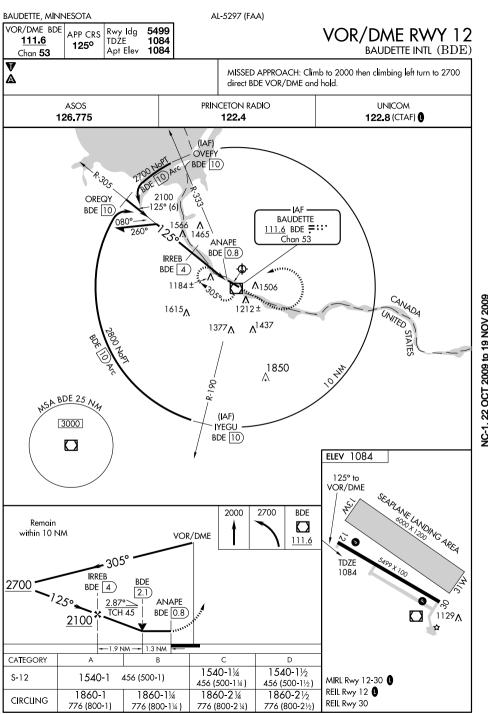


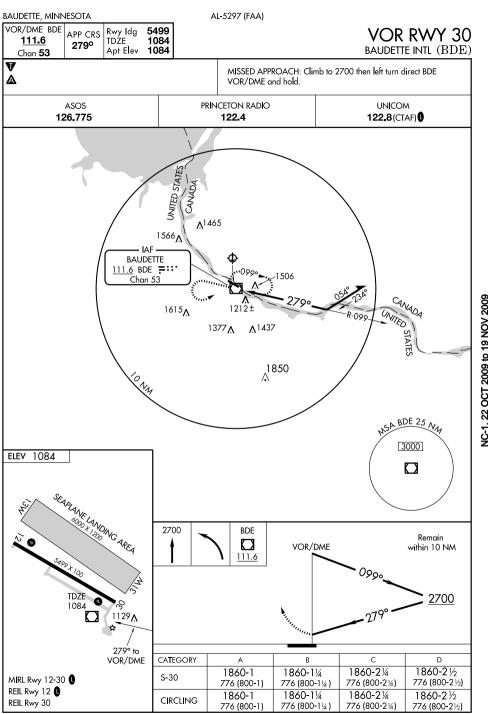


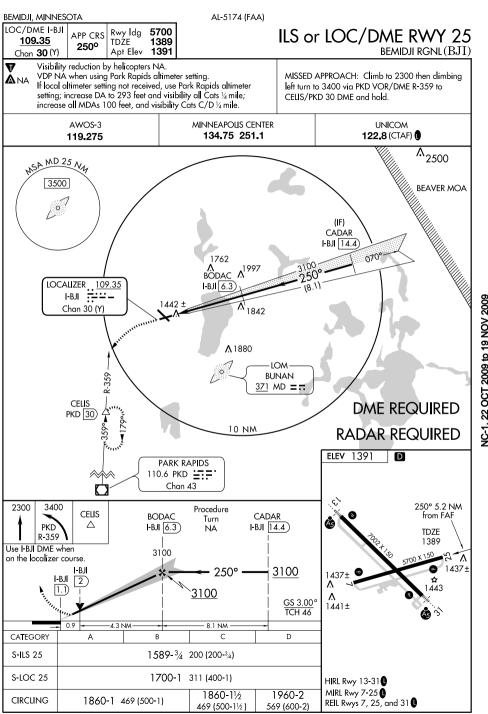


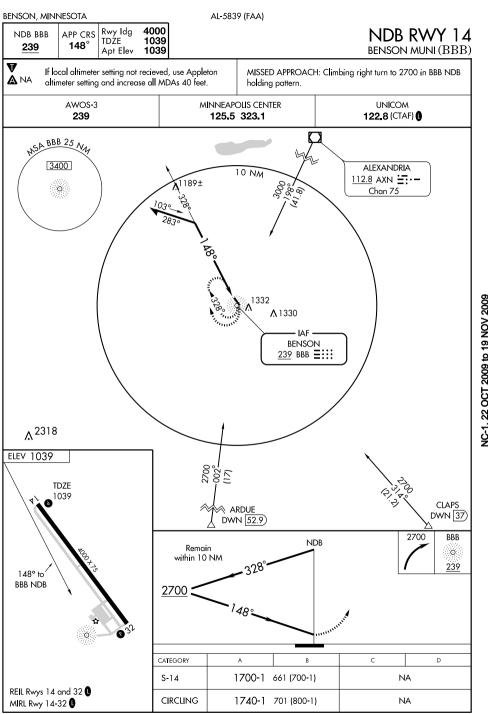
BAUDETTE, MINNESOTA AL-5297 (FAA) 5499 Rwy Ida RNAV (GPS) RWY 12 APP CRS TDŹE 1084 117º BAUDETTE INTL (BDE) Apt Elev 1084 V Baro-VNAV NA below -17°C (2°F). MISSED APPROACH: Climb to 2300 then climbing right turn to ANA W 3000 direct ZEBES WP and hold. GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA. ASOS PRINCETON RADIO UNICOM 126,775 122.4 122.8 (CTAF) 0 (IF) OŘIŃE 1465 1566 (FAF) DOTBE 1184± (IAF) CA/ STATES WAGLO 1212± 1615 ^ 1377<u>/</u> NC-1 22 OCT 2009 to 19 NOV 2009 Δ1850 **ZEBES** SARW1225 Ny 2900 BEAVER MOA **(ELEV 1084** 117° to RW12 SEAPLANE LANDING AREA 2300 3000 Procedure **ZEBES** Turn NA Δ ORINE DOTBE *1.4 NM to RW12 117° 2700 **TDZE** RW12 1084 2700 GS 3.00° TCH 45 * LNAV only 3.5 NM -5 NM 1.4 NM CATEGORY В C D Α 1129<u>/</u> GLS PA DA NA LNAV/ DA 1440-11/4 356 (400-11/4) VNAV 1560-11/4 1560-11/2 LNAV MDA 1560-1 476 (500-1) MIRL Rwy 12-30 (476 (500-11/4) 476 (500-11/2) REIL Rwy 12 🗓 1860-21/4 1860-21/2 **CIRCLING** 1860-1¼ 776 (800-1¼) **REIL Rwy 30** 776 (800-21/4) 776 (800-21/2)

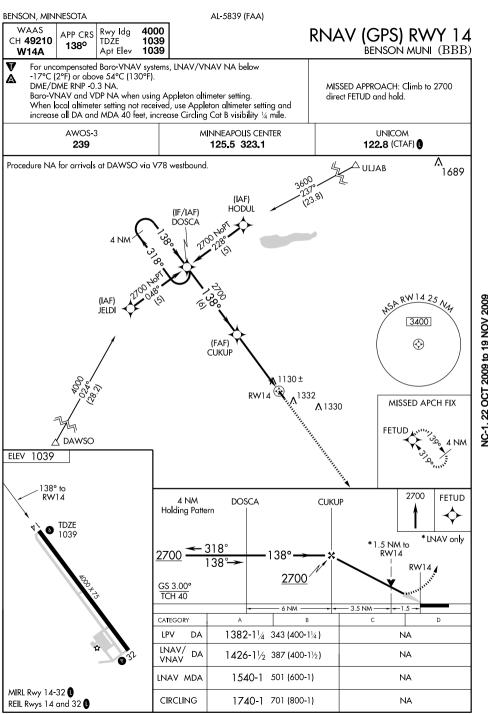
BAUDETTE, MINNESOTA AL-5297 (FAA) WAAS Rwy Ida 5499 RNAV (GPS) RWY 30 APP CRS TDŹE CH 81814 1085 297° BAUDETTE INTL (BDE) Apt Elev 1086 W30A Circling NA northeast of Rwy 12-30. DME/DME RNP- 0.3 NA. A MISSED APPROACH: Climb to 3000 direct ORINE If local altimeter setting not received, use Warroad altimeter setting and and via 216° track to ZIKUS and via 129° track to increase all DAs/MDAs 80 feet. ZEBES and hold. Baro-VNAV NA below -17°C (2F°). Baro-VNAV and VDP NA when using Warroad altimeter setting. ASOS PRINCETON RADIO UNICOM 122.8 (CTAF) 0 126,775 122.4 Januaranan 100 100 ORINE **∧**1465 LNAV/VNAV Edinaria de la Companya de la Compan Fly visual ZIKUS 1506 297° 2.6 NM RW30 CANADA 1212± 1615 **∧**1437 1377 A (FAF) HILGO CINGO **∆**1850 15A RW 30 25 Ny 3000 **ZEBES** (IAF) 3000 TARBE 095° **(** (8.8) BEAVER MOA **ELEV** 1086 SEARLANE LANDING AREA 3000 ORINE ZIKUS Procedure **ZEBES** 129° 216° Turn NA Δ HILGO CINGO track track LNAV/VNAV *2.2 NM to Fly visual RW30 297° 2.6 NM 2700 -297 RW30 2700 GS 3.00° *LNAV only TCH 51 2.2 NM-2.7 NM 6 NM CATEGORY Α В C D **TDZE** 1129 1085 1360-1 275 (300-1) LPV DA 297° to LNAV/ 1960-21/2 1960-234 DA 1960-2 875 (900-2) RW30 VNAV 875 (900-21/2) 875 (900-2%) 1820-2 1820-21/4 LNAV MDA 1820-1 735 (800-1) MIRL Rwy 12-30 1 735 (800-21/4) 735 (800-2) REIL Rwy 12 0 CIRCLING 1960-3 874 (900-3) REIL Rwy 30

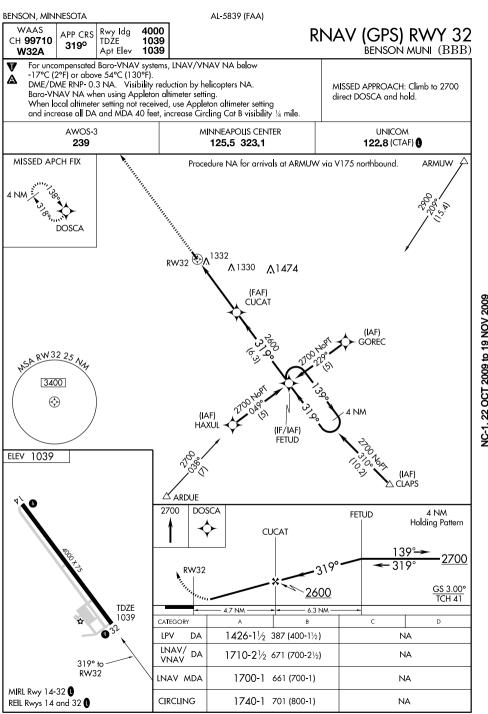


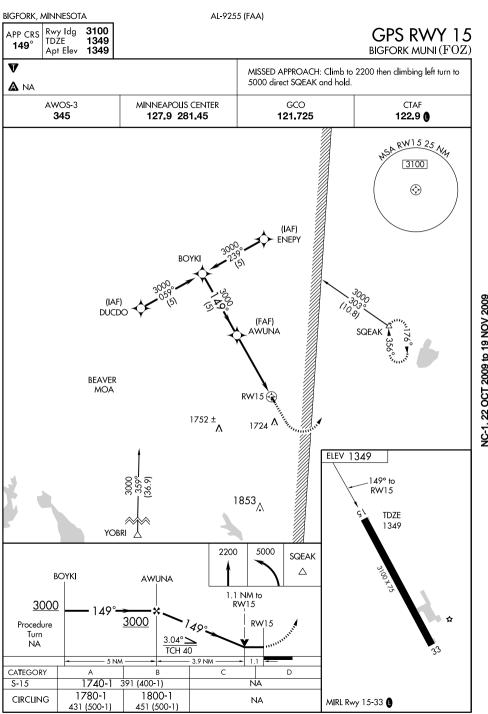


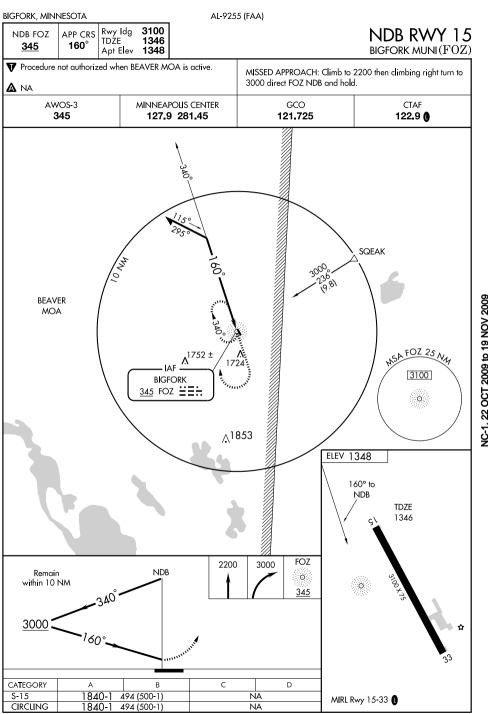


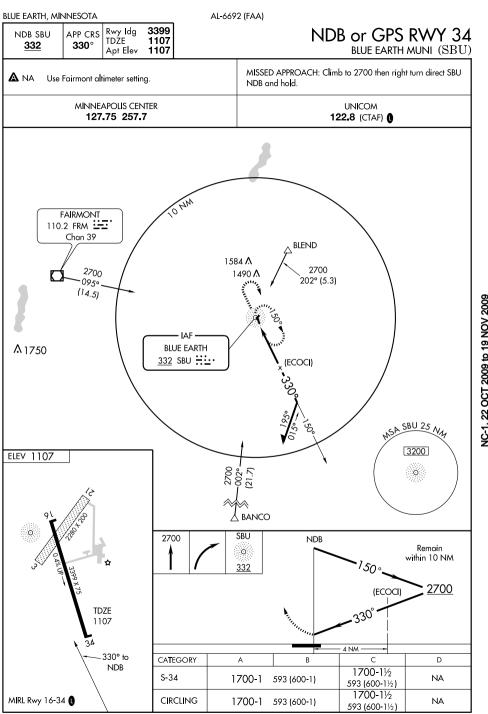


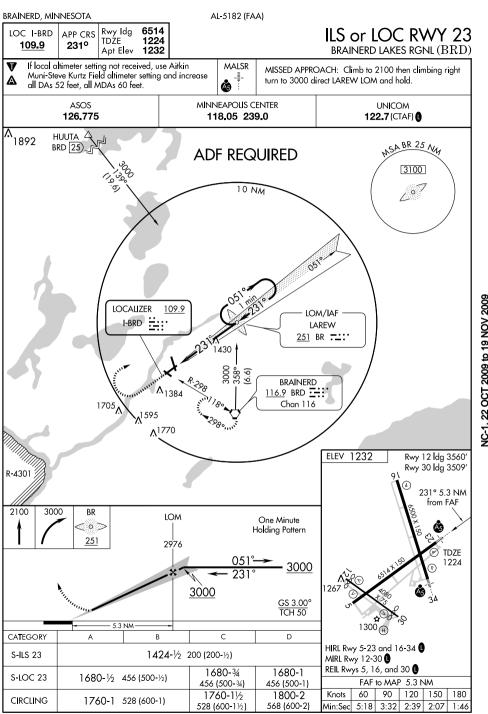


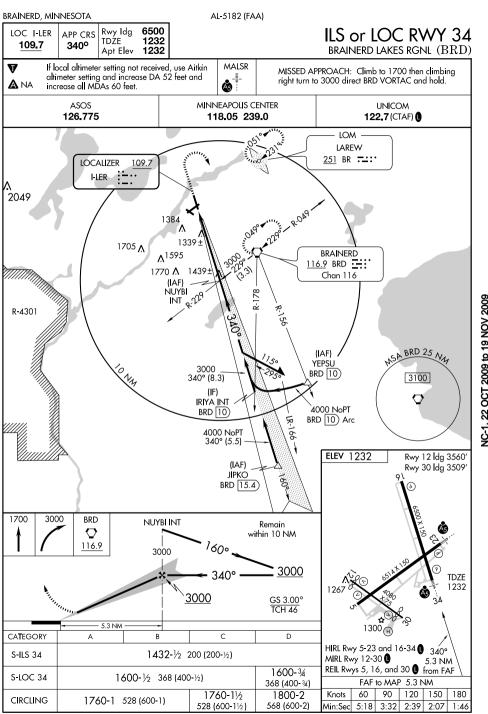












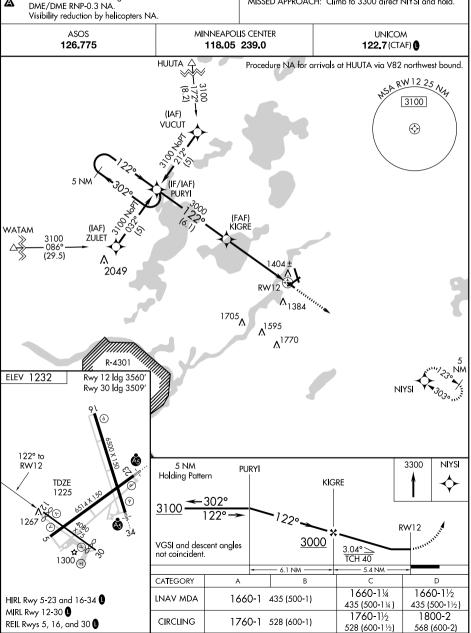
RNAV (GPS) RWY 12 BRAINERD LAKES RGNL (BRD)

22-1 22 OCT 2009 to 19 NOV 2009

APP CRS TDŹE 1225 122º Apt Elev

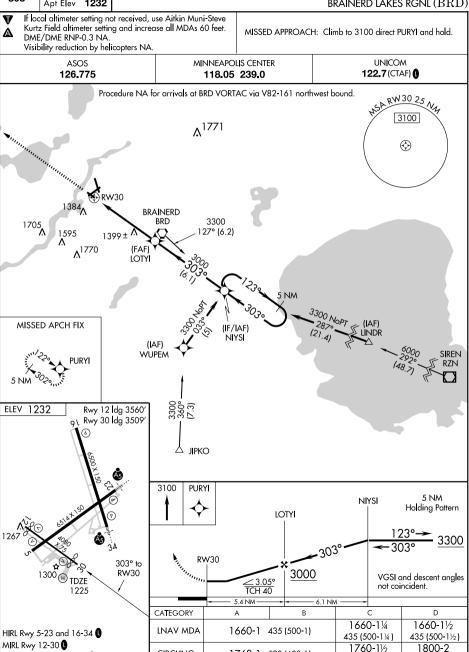
V If local altimeter setting not received, use Aitkin Muni-Steve Kurtz Field altimeter setting and increase all MDAs 60 feet. Δ

MISSED APPROACH: Climb to 3300 direct NIYSI and hold.



RNAV (GPS) RWY 30 BRAINERD LAKES RGNL (BRD)

NC-1 22 OCT 2009 to 19 NOV 2009



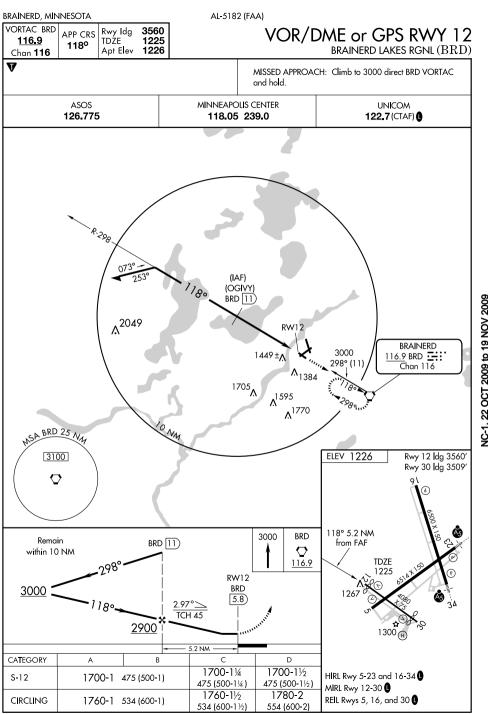
CIRCLING

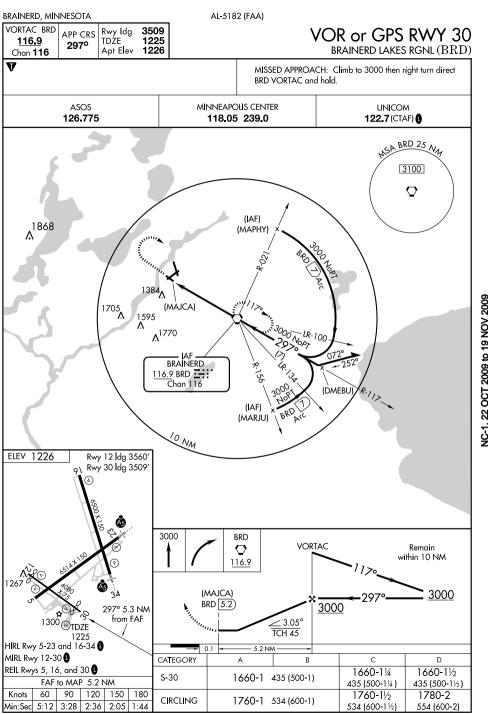
REIL Rwys 5, 16, and 30 0

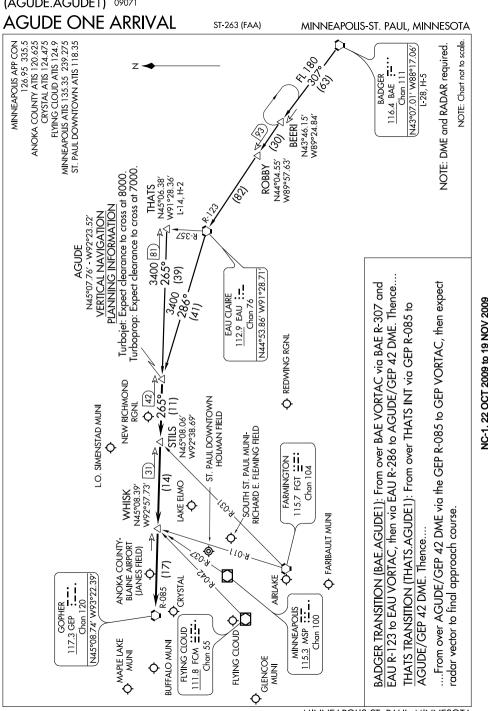
1760-1 528 (600-1)

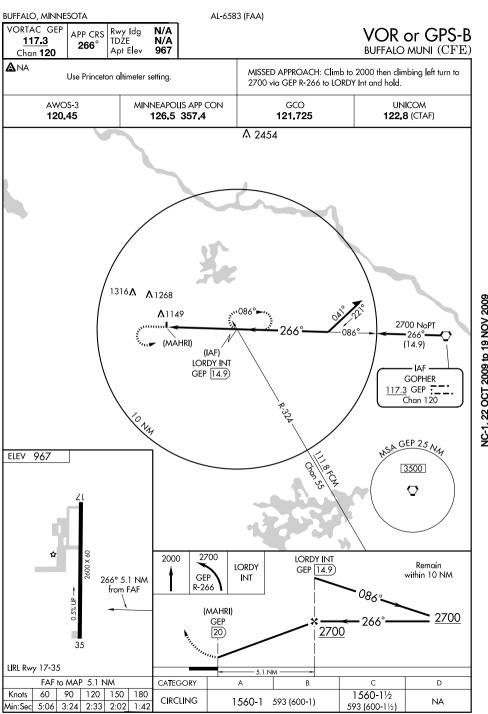
528 (600-1½)

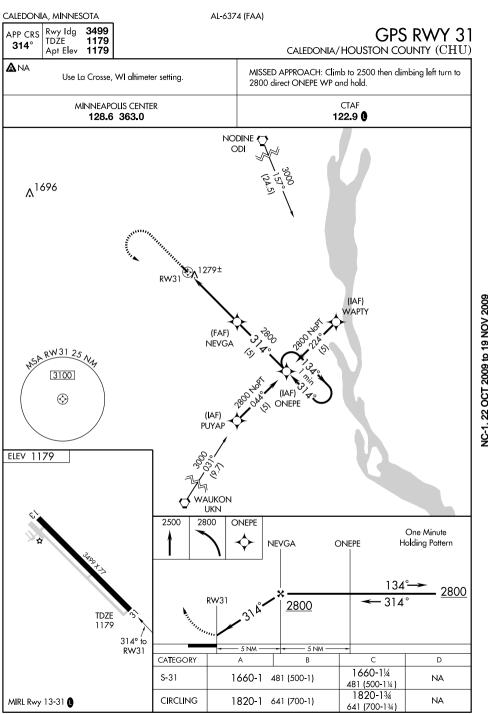
568 (600-2)

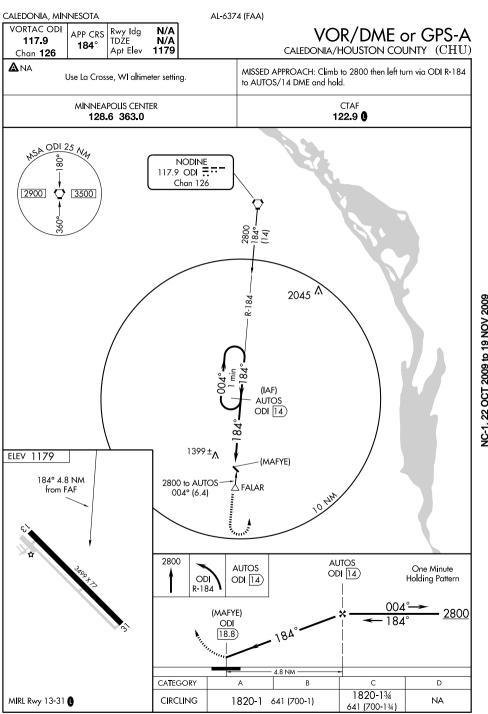


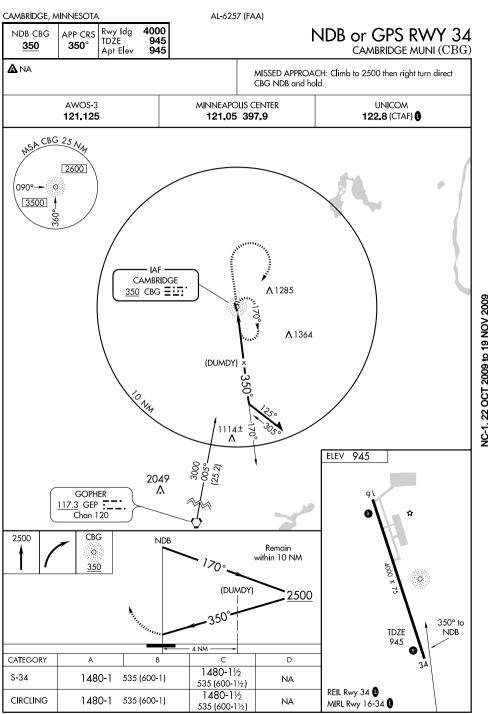


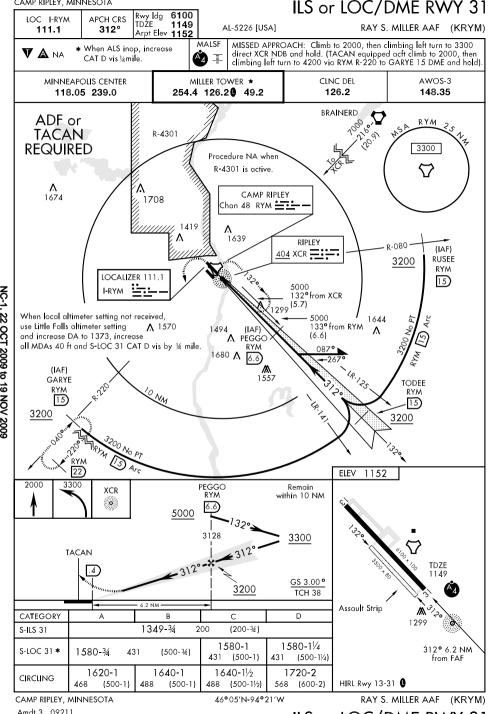


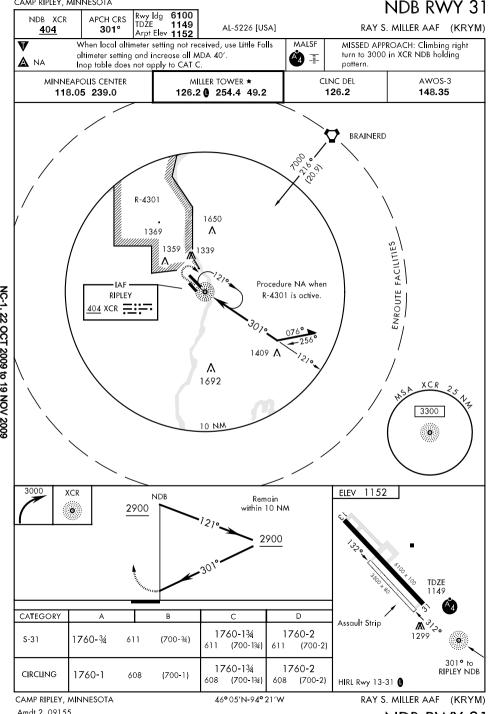


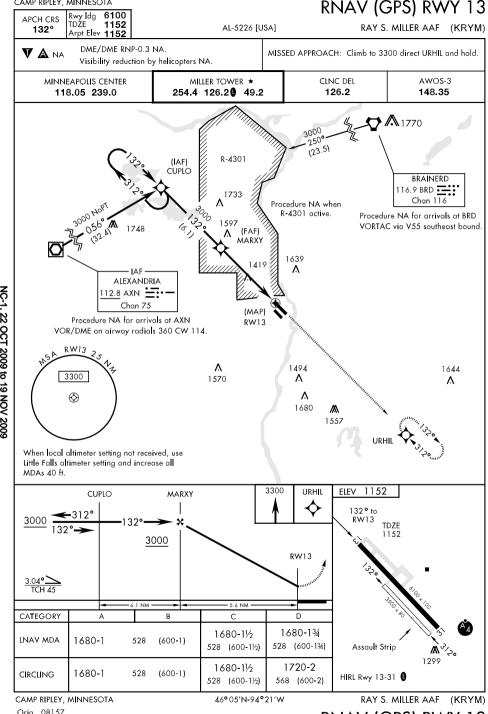


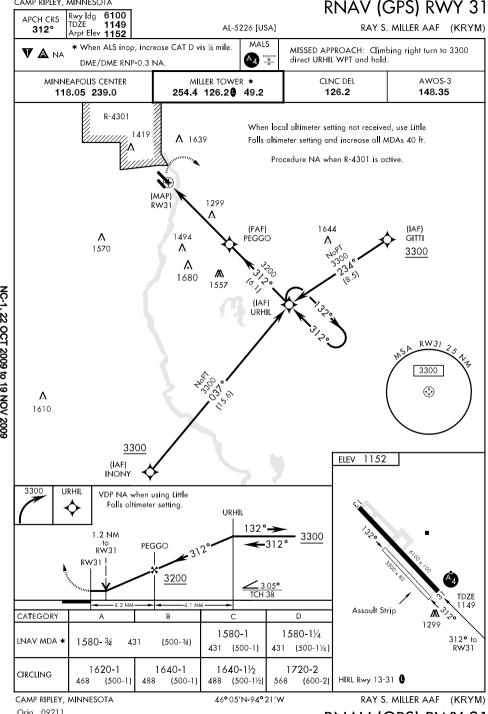


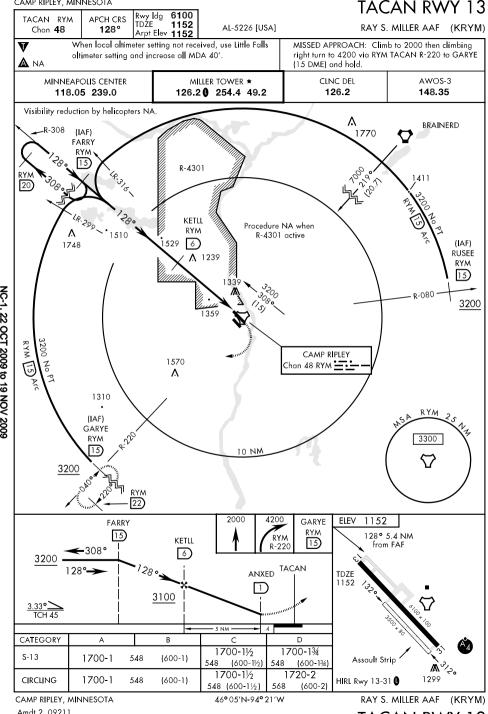


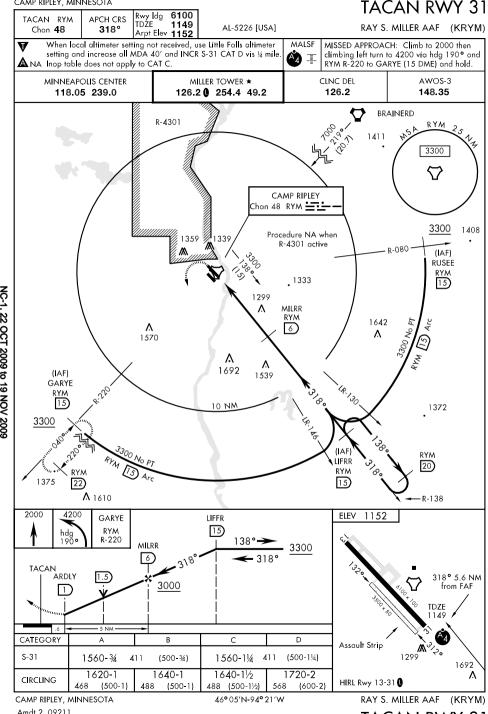


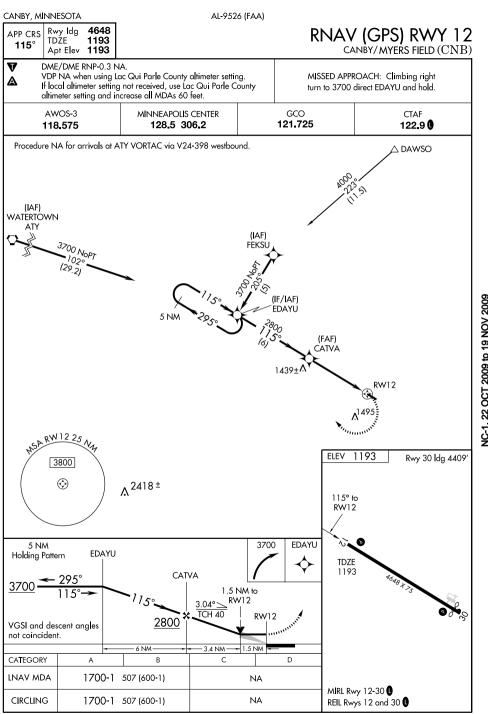




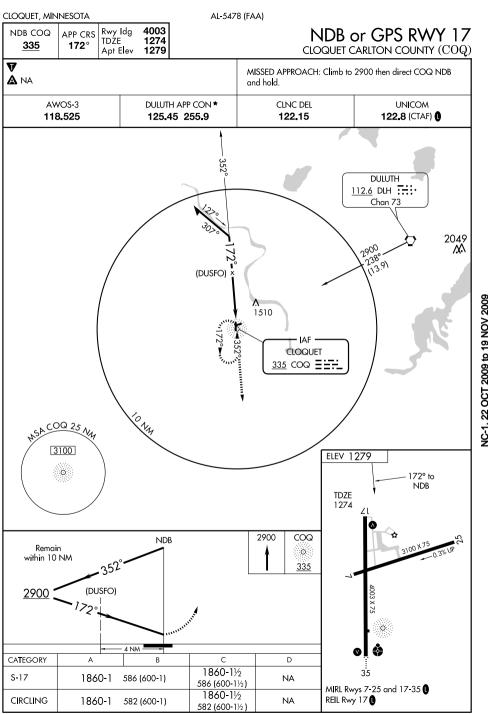


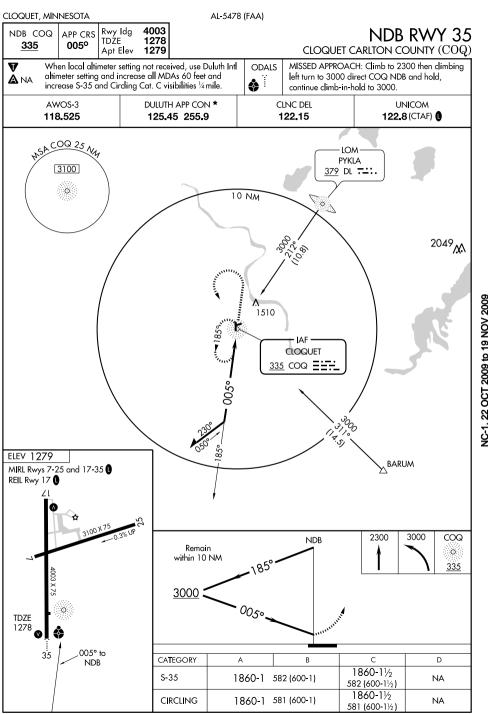


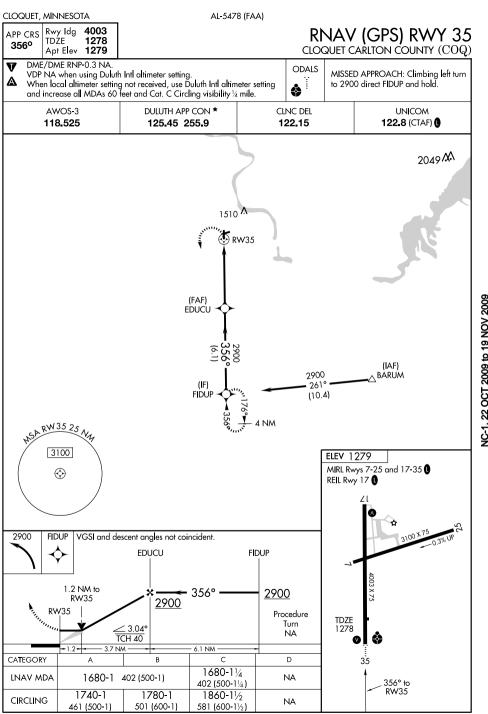


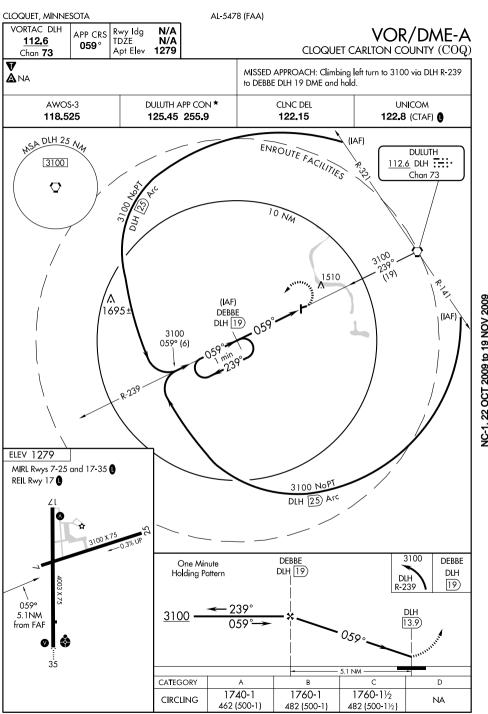


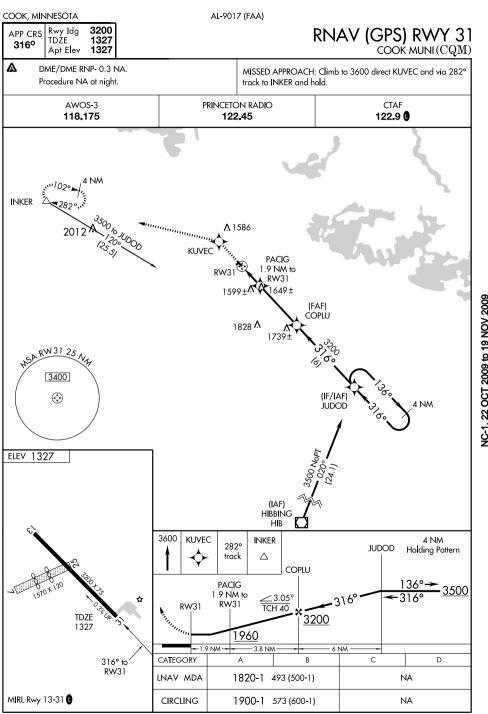
CANBY, MINNESOTA AL-9526 (FAA) 4409 Rwy Ida RNAV (GPS) RWY 30 APP CRS TDŹE 1191 295° CANBY/MYERS FIELD (CNB) Apt Elev 1193 V DME/DME RNP-0.3 NA MISSED APPROACH: Climbing left turn Visibility reduction by helicopters NA. Δ If local altimeter setting not received, use Lac Qui Parle County to 3700 direct ACACE and hold. altimeter setting and increase all MDAs 60 feet. AWOS-3 MINNEAPOLIS CENTER GCO CTAF 121,725 118.575 128.5 306.2 122.9 0 CLAPS DAWSO 4000 RW30 (IAF) KIRPF THE WARRANT THE TENTH OF THE TE (FAF) BEGNE 1495 NC-1 22 OCT 2009 to 19 NOV 2009 NSA RW 30 25 NZ 5 NM (IF/IAF) ACACE 3800 \Diamond Λ²³⁰⁶ 1193 **ELEV** Rwy 30 ldg 4409' (IAF) **GHENT** Procedure NA for arrivals at GHENT via V26 eastbound. 3700 ACACE 5 NM ACACE Holding Pattern BEGNE TDZE 1191 295° 3.04° RW30 TCH 40 VGSI and descent angles 2800 not coincident. 295° to 4.9 NM 6 NM RW30 CATEGORY Α LNAV MDA 1600-1 409 (500-1) NA MIRL Rwy 12-30 (1600-1 1660-1 CIRCLING NA REIL Rwys 12 and 30 🗓 467 (500-1) 407 (500-1)

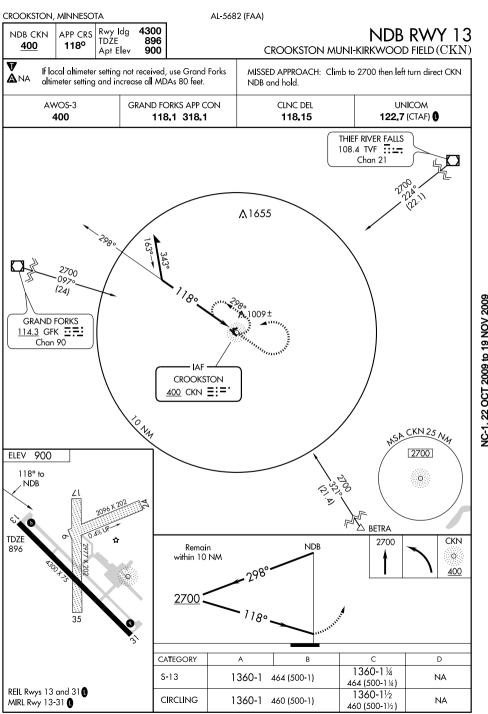










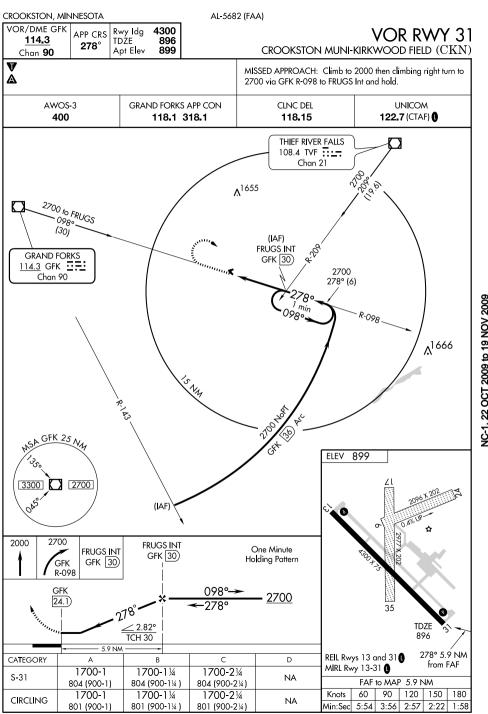


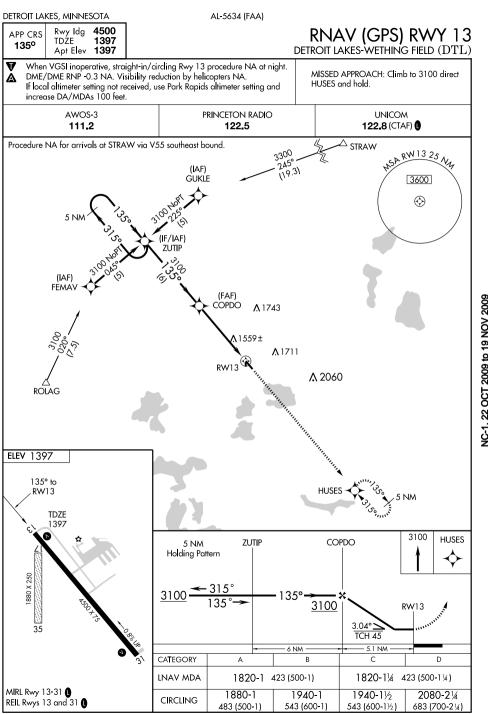
CROOKSTON, MINNESOTA AL-5682 (FAA) WAAS Rwy Idg 4300 RNAV (GPS) RWY 13 APP CRS CH 72704 TDŹE 896 1280 CROOKSTON MUNI-KIRKWOOD FIELD (CKN) Apt Elev 900 W13A Baro-VNAV NA when using Grand Forks altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.6°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. V MISSED APPROACH: Climb to 3000 Δ direct FAPVU and hold. If local altimeter setting not received, use Grand Forks altimeter setting and increase all DAs 62 feet and all MDAs 80 feet. AWOS-3 GRAND FORKS APP CON CLNC DEL UNICOM 400 118.15 118.1 318.1 122.7 (CTAF) (Procedure NA for arrivals at GFK VOR/DME 3000 on airway radials 038 CW 143. 259° (22.6)THIEF RIVER FALLS TVF 1,8 (IF/IAF) Δ1655 **GRAND FORKS** AVINE **GFK** 3000 0930 (10.9) ∧1099± (FAF) GABSE BEDSE A HARMAN HARMAN 908± SARW 13 25 NZ **RW13** 2700 **(ELEV** 900 5 NM 128° to **RW13** FAPVU VGSI and RNAV glidepath not coincident. 3000 **AVINE** 5 NM Holding Pattern 0.4% UP **BFDSF** TDZE 896 3000 RW13 GS 3.00° 2600 TCH 40 6.5 NM 5.2 NM CATEGORY В D NA DA 1146-1 250 (300-1) LNAV/ DA 1210-1 314 (400-1) NA VNAV 1360-11/4 NA LNAV MDA 1360-1 464 (500-1) 464 (500-11/4) REIL Rwys 13 and 31 1360-11/2 CIRCLING 1360-1 460 (500-1) NA MIRL Rwy 13-31 460 (500-1½)

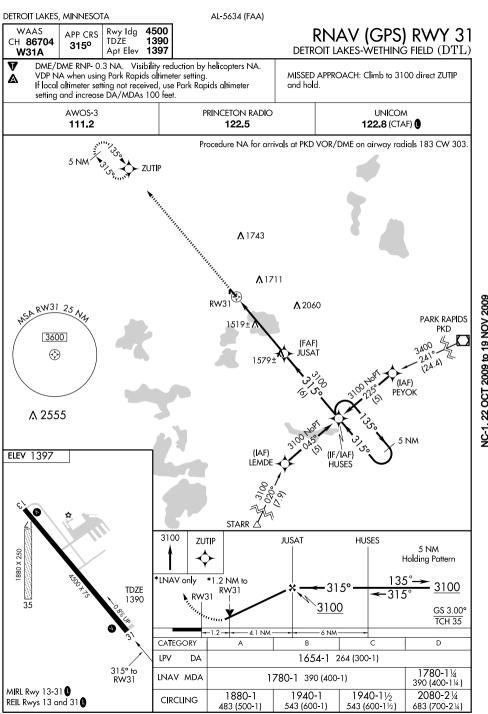
UC-1 22 OCT 2009 to 19 NOV 2009

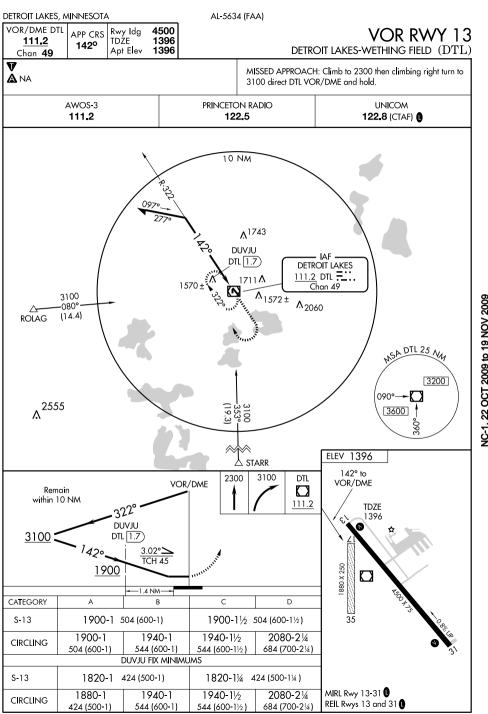
CROOKSTON, MINNESOTA AL-5682 (FAA) WAAS Rwy Idg 4300 RNAV (GPS) RWY 31 APP CRS CH 69304 TDŹE 897 308° CROOKSTON MUNI-KIRKWOOD FIELD (CKN) Apt Elev 900 W31A Baro-VNAV NA when using Grand Forks altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below A -16°C (4°F) or above 54°C (130°F). MISSED APPROACH: Climb to 3000 direct If local altimeter setting not received, use Grand Forks altimeter setting AVINE and hold. and increase all DAs 62 feet and all MDAs 80 feet. DME/DME RNP- 0.3 NA. Visibility reduction by helicopters NA. GRAND FORKS APP CON AWOS-3 CINC DEL UNICOM 400 118.1 318.1 118.15 122,7 (CTAF) (THIEF RIVER FALLS AVINE 1655 ∆ Andrian Andrian Andreas State 1119± **h**₁₂₂₉ NSA RW31 25 NZ (IAF) IBXFN (FAF) **ÉHOB** 2700 2/8 \Diamond (IF/IAF FAPVL 5 NM ELEV 900 (IAF) ÄKKİF 💉 3000 VGSI and RNAV glidepath not coincident. AVINE 5 NM **FAPVU** Holding Pattern EHOBI 3000 308° RW31 GS 3.00° 2600 TCH 40 5.2 NM 6.5 NM CATEGORY C D LPV DA 1157-1 260 (300-1) NA **TDZE** 897 LNAV/ DA 1320-11/2 423 (500-11/2) NA VNAV 308° to 1380-11/4 **RW31** NA LNAV MDA 1380-1 483 (500-1) 483 (500-11/4) REIL Rwys 13 and 31 1380-11/2 CIRCLING 1380-1 480 (500-1) NA MIRL Rwy 13-31 1 480 (500-11/2)

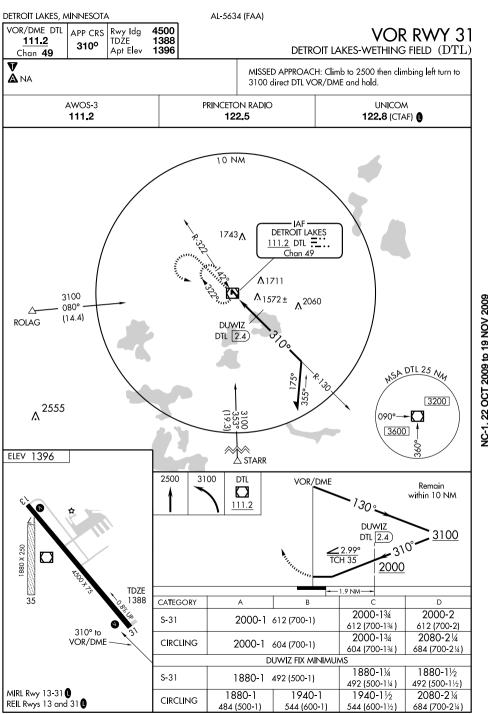
UC-1 22 OCT 2009 to 19 NOV 2009

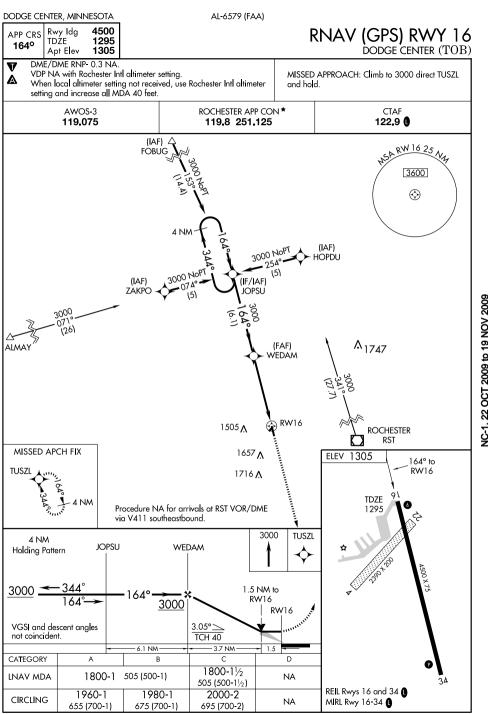


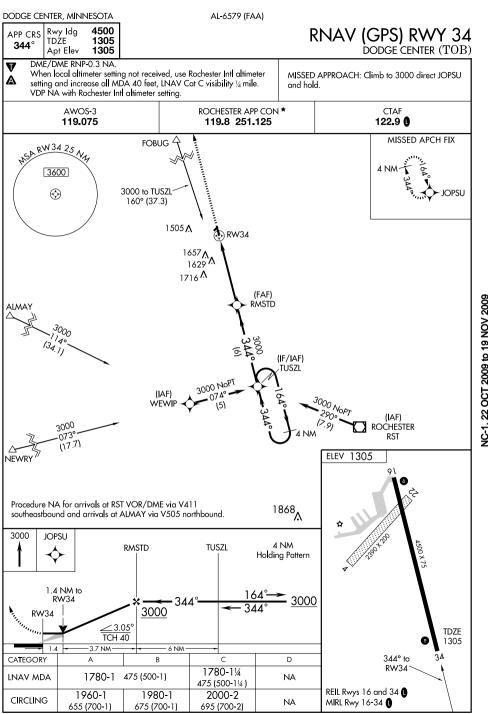


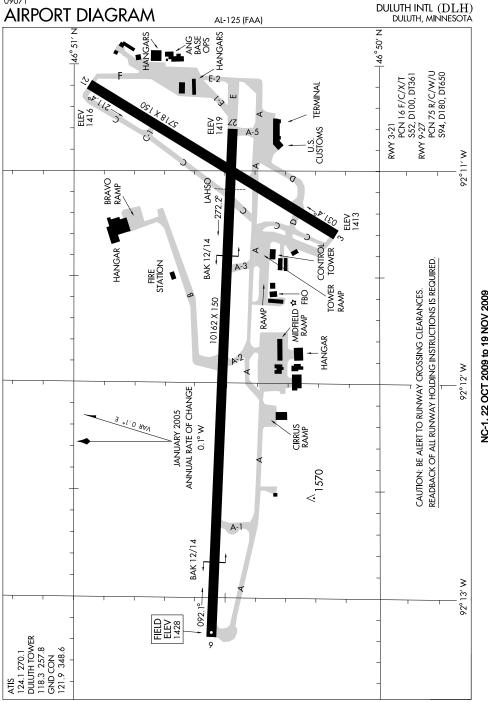


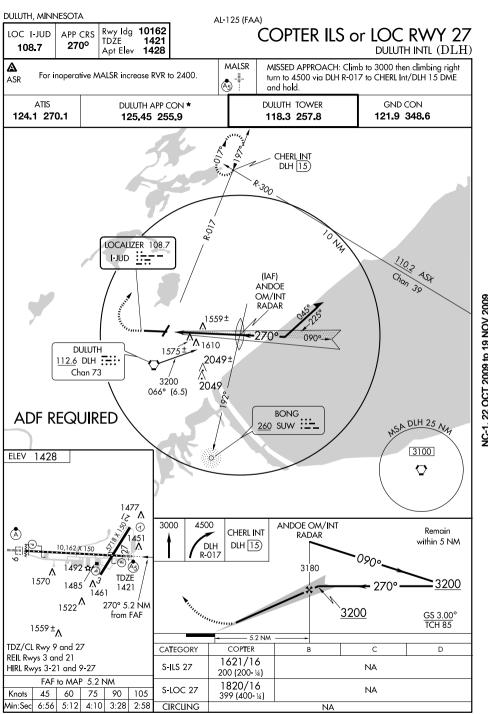


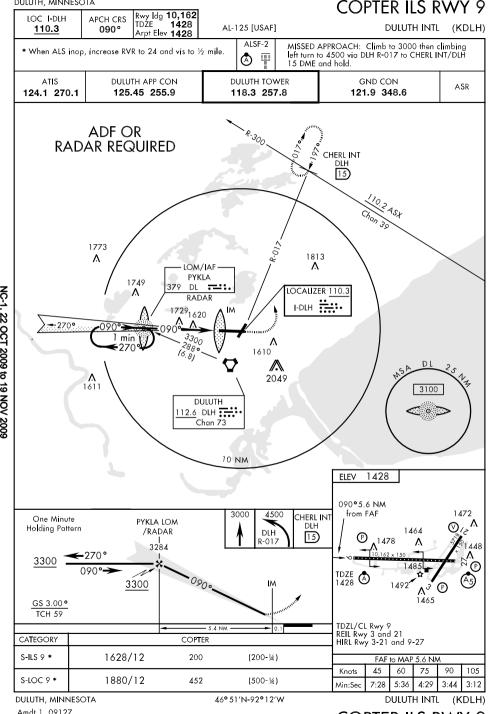


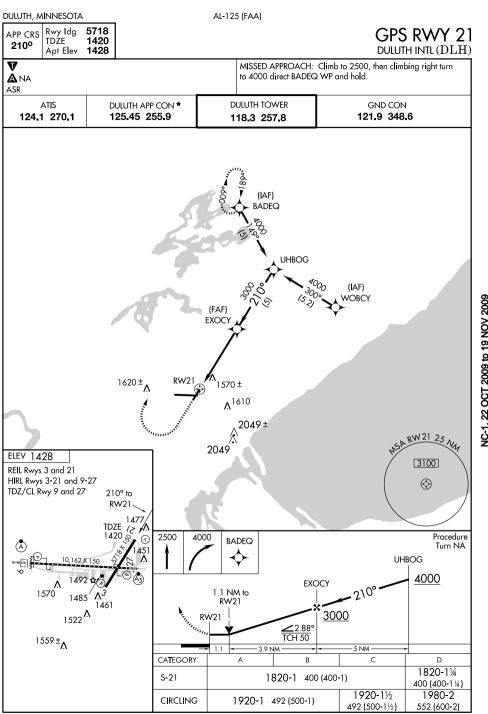


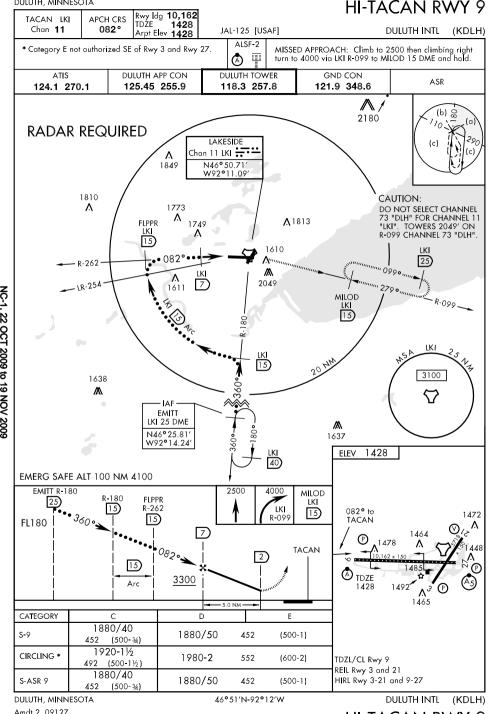


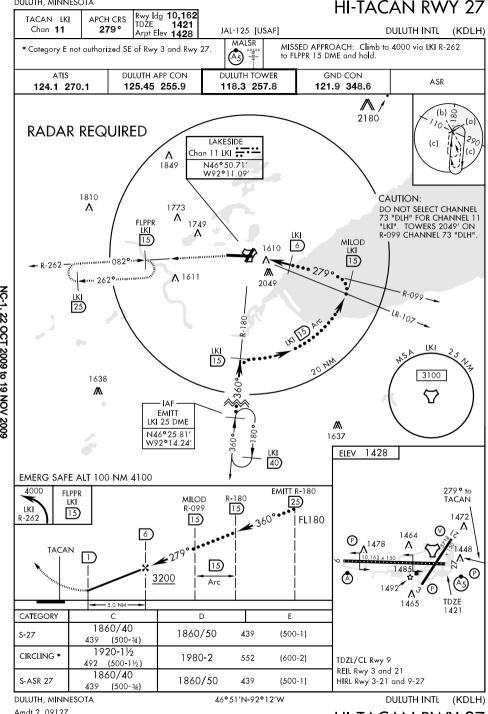


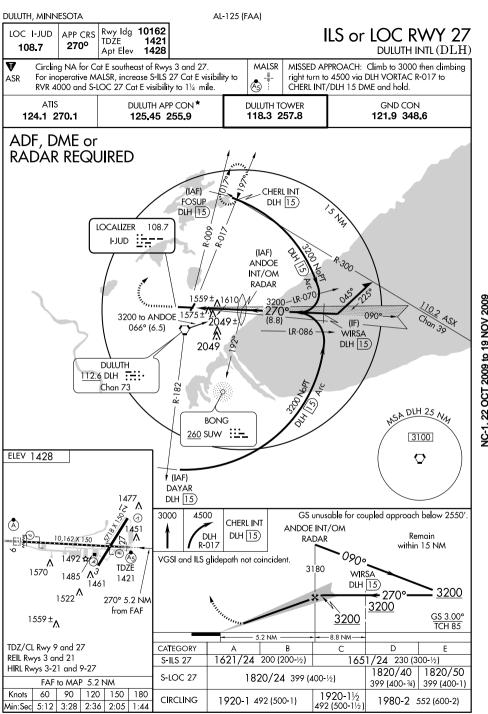


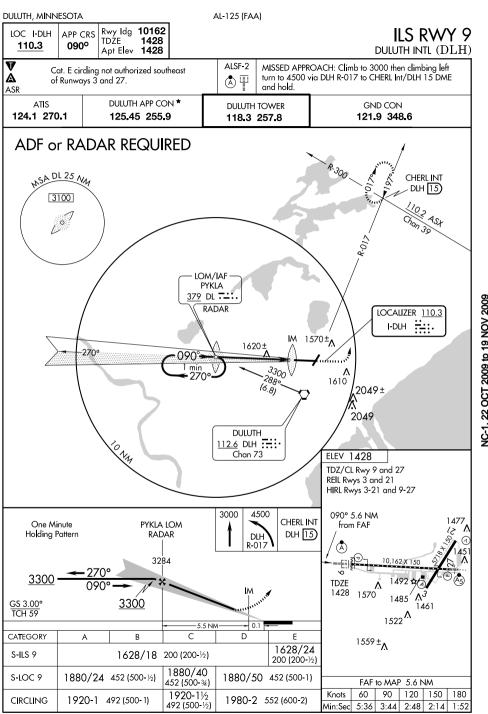


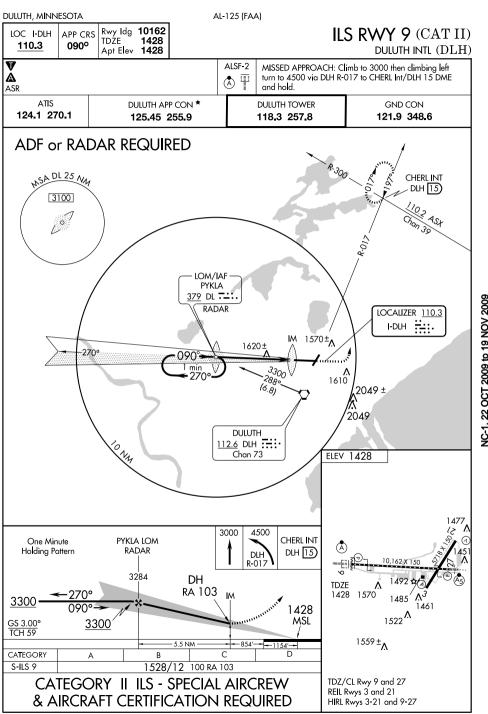


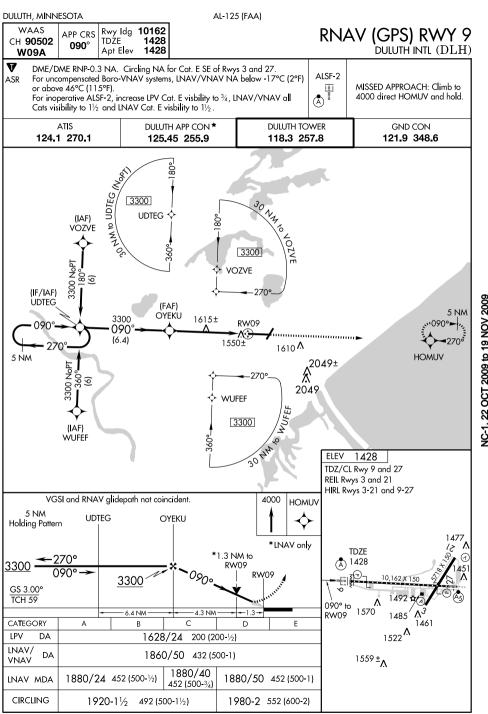


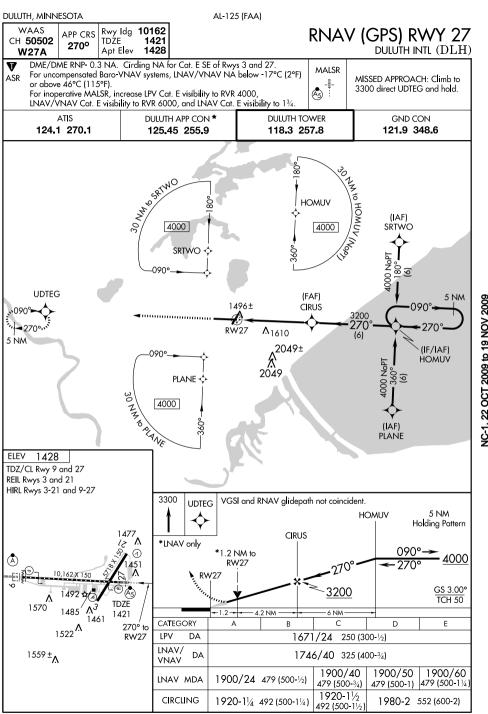


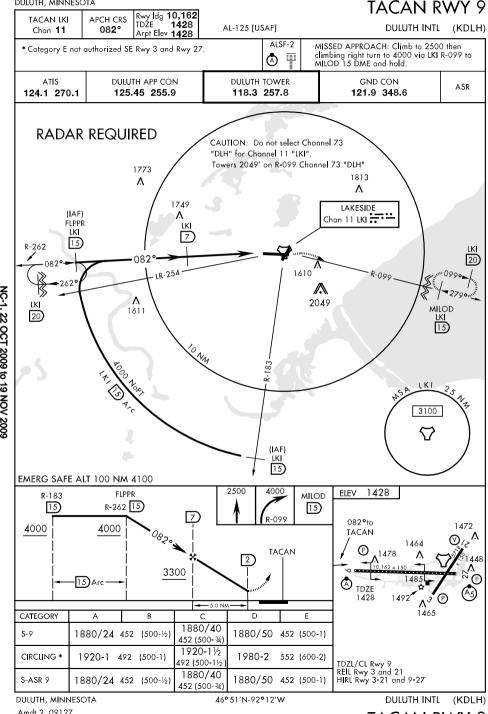


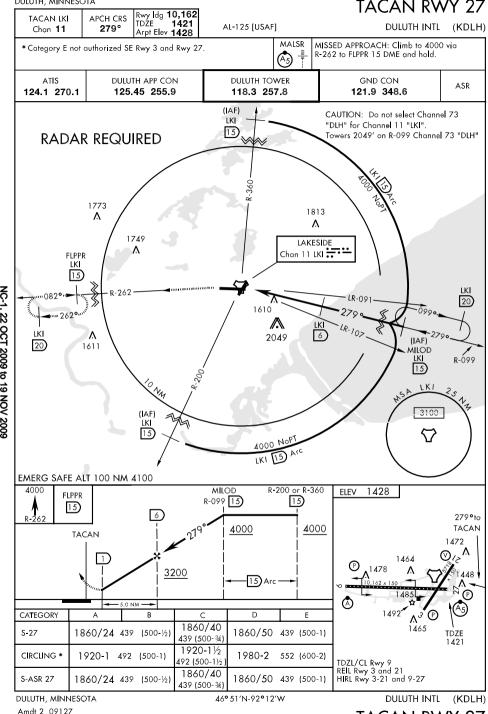




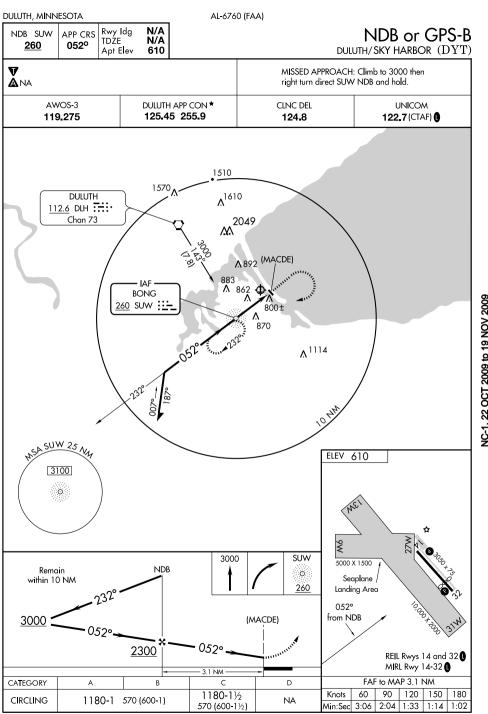






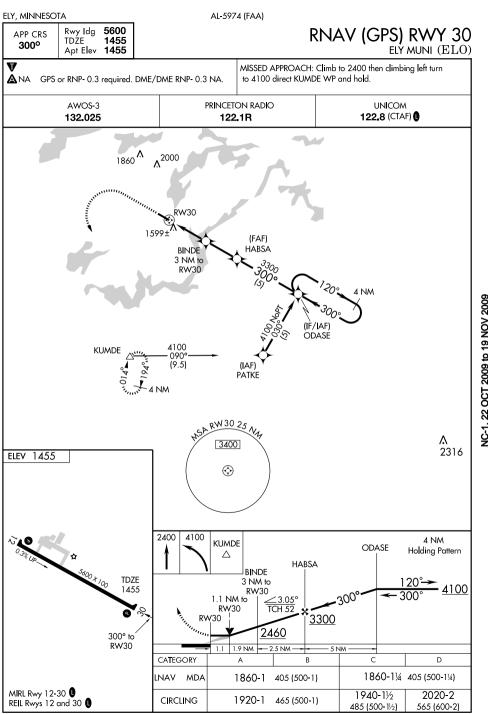


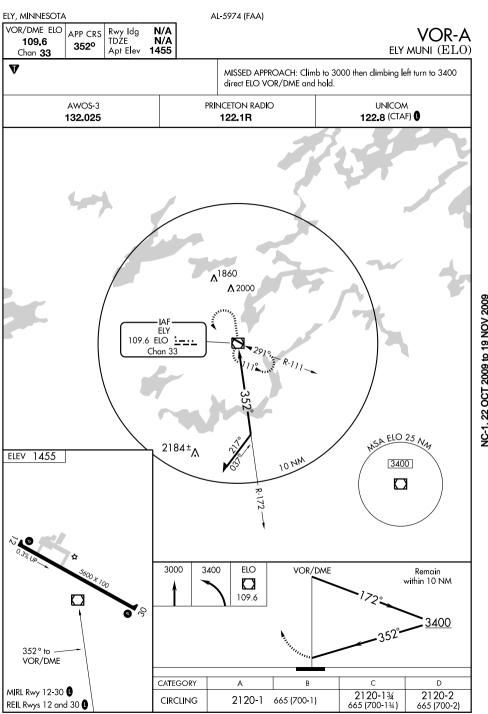
DULUTH, MINNESOTA AL-125 (FAA) 5718 VORTAC DLH Rwy Idg VOR/DME or TACAN RWY 21 APP CRS 112.6 TDŹE 1420 197° DULUTH INTL (DLH) Apt Elev 1428 Chan **73** V Cat. E circling not authorized southeast MISSED APPROACH: Climb to 3800 via direct DLH VORTAC. ASR then DLH R-192 to MIZOU 7 DME and hold. of Rwys 3 and 27. ATIS GND CON DUILUTH APP CON * **DULUTH TOWER** 124.1 270.1 125.45 255.9 118.3 257.8 121.9 348.6 NSA DLH 25 NA 3100 CHERL INT **DLH** [15) 4000 HOP 865 (IAF) DLH 8 NC-1 22 OCT 2009 to 19 NOV 2009 R-288 (IAF) ′∧^{1570±} **∧** 1620± 1575± Λ₁₆₁₀ 2049± 017° (8) DULUTH 112.6 DLH ::: 2049 Chan 73 R-095 -(IAF) MIZOU DLH 7 ELEV 1428 197° 5 NM from FAF TDZE 12/1 1420 R-192 Å 3800 DLH Remain 10,162 X 150 MIZOU DLH 8 within 15 NM DLH 7 112.6 DLH R-192 Λ 1570 1485 DLH 1522**^∧** 3 197° 3200 ^{1559 ±}∧ VGSI and descent ≥ 3.30° angles not coincident. TCH 40 5 NM -CATEGORY D Α В С 1860-11/4 S-21 1860-1 440 (500-1) 1860-11/2 440 (500-11/2) TDZ/CL Rwy 9 and 27 440 (500-11/4) REIL Rwys 3 and 21 1920-11/2 **CIRCLING** 1920-1 492 (500-1) 1980-2 552 (600-2) HIRL Rwys 3-21 and 9-27 492 (500-11/2)

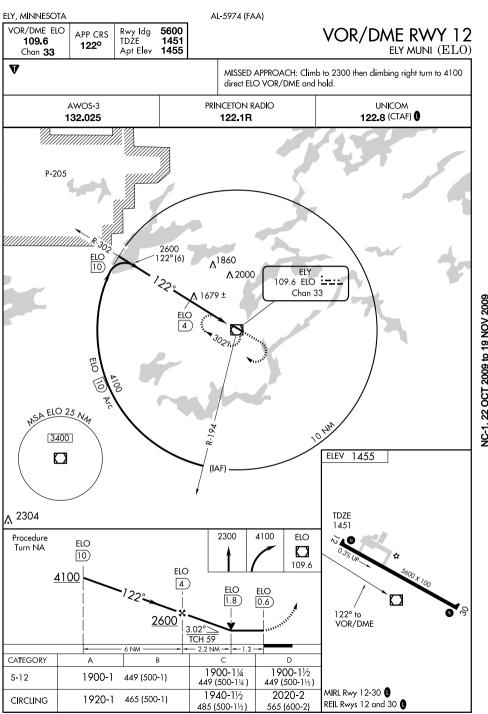


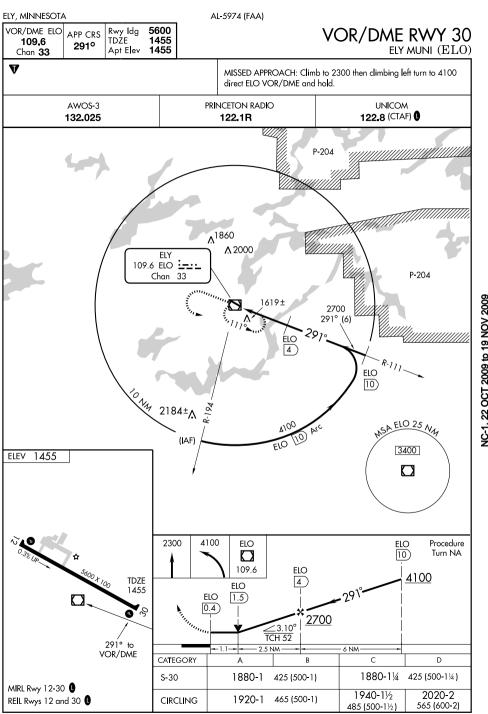
DULUTH, MINNESOTA AL-6760 (FAA) Rwy Ida 2392 RNAV (GPS) RWY 32 APP CRS TDŹE 610 3170 DULUTH/SKY HARBOR (DYT) Apt Elev 610 77 GPS or RNP-0.3 required. MISSED APPROACH: Climb to 1300 then climbing right turn to DME/DME RNP-0.3 NA. 3000 direct SEREW WP and hold. AWOS-3 DUILUTH APP CON * CLNC DEL UNICOM 119.275 125.45 255.9 124.8 122.7 (CTAF) (• 1510 1*57*0 ^ Λ1610 ∆∆²⁰⁴⁹ ¥ 883 862 ^A 870 A 2 NM to RW32 (FAF) NC-1 22 OCT 2009 to 19 NOV 2009 (IAF) **EMURY** judip 1114 4 NM **BARUM** 3000 **GRASS** 089° SEREW (12.4)(IAF) REDEE CARW 32 25 N **ELEV 610** 3100 \odot 1300 3000 **9**₩ SEREW 4 NM **SEREW TDZE** Holding Pattern 5000 X 1500 610 **EMURY** Seaplane / 2 NM to Landing Area 3000 RW32 ∠3.22° TCH 40 RW32 2700 VGSI and descent angles 1320 not coincident. 317° to 5 NM--2 NM-RW32 CATEGORY D 1060-11/4 LNAV 1060-1 450 (500-1) NA 450 (500-11/4) REIL Rwys 14 and 32 1 1180-11/2 CIRCLING 1100-1 490 (500-1) NA MIRL Rwy 14-32 1 570 (600-11/2)

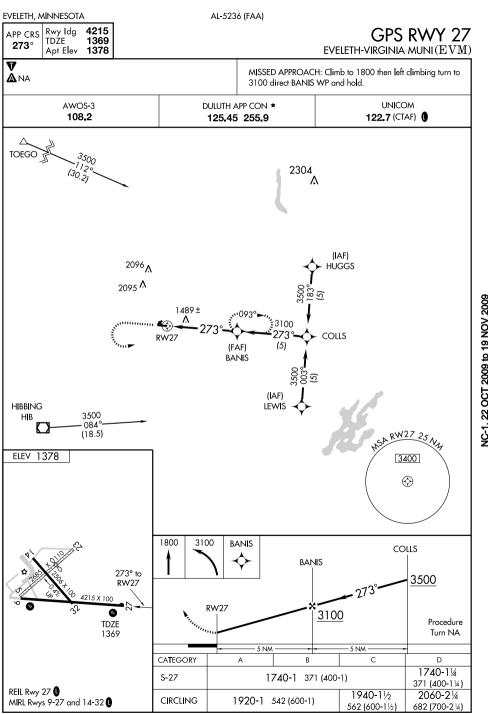
ELY, MINNESOTA AL-5974 (FAA) 5600 RNAV (GPS) RWY 12 Rwy Idg APP CRS TDŹE 1451 120° ELY MUNI (ELO) Apt Elev 1455 V MISSED APPROACH: Climb to 2400 then climbing right turn GPS or RNP -0.3 required. DME/DME RNP- 0.3 NA. to 4100 direct KUMDE WP and hold. AWOS-3 PRINCETON RADIO UNICOM 122.8 (CTAF) 0 132.025 122.1R (IF/IAF) PUXIE ۸¹⁸⁶⁰ ۸²⁰⁰⁰ (FAF) WALIB 1734± ABIBE (IAF) 2.5 NM to SEMEE NC-1 22 OCT 2009 to 19 NOV 2009 RW12 NSA RW 12 25 Ny 3400 \bigcirc KUMDE 1455 **ELEV** ۸²³⁰⁴ 120° to RW12 2400 4100 4 NM KUMDE **PUXIE** Holding Pattern Δ WALIB ABIBE **TDZE** 2.5 NM to 1451 RW12 120: 3.05° 1.1 NM to TCH 59 3300 2300 - 3.1 NM · 1.4 NM 5 NM В C D CATEGORY Α 1840-11/4 1840-1 389 (400-1) LNAV MDA 389 (400-11/4) MIRL Rwy 12-30 **①** 1940-11/2 2020-2 **CIRCLING** 1920-1 465 (500-1) REIL Rwys 12 and 30 485 (500-11/2) 565 (600-2)

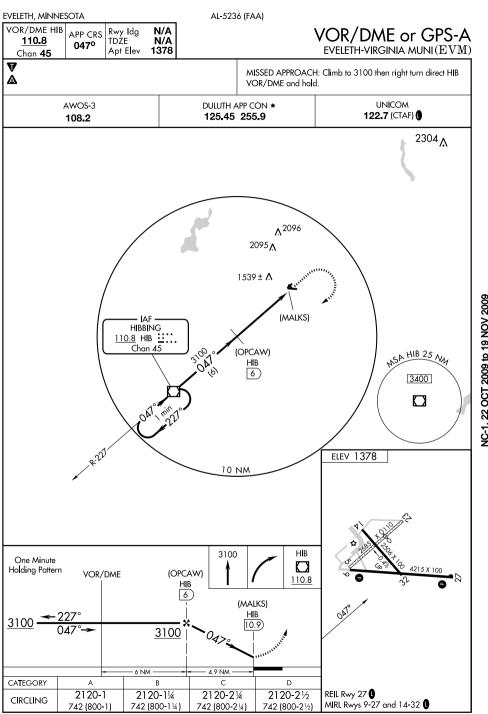


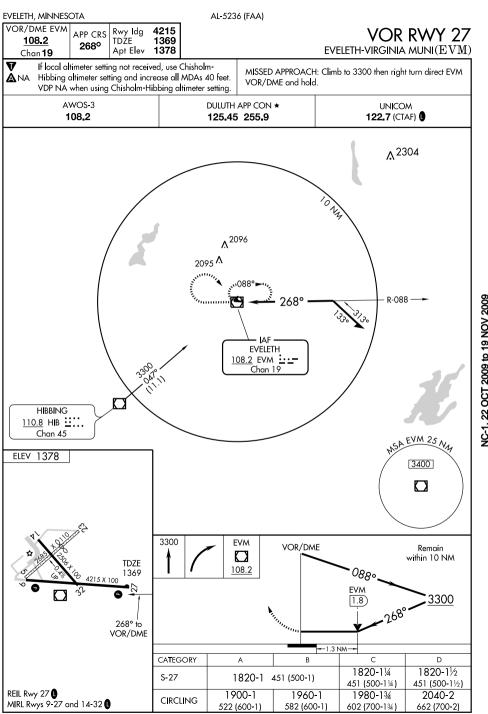


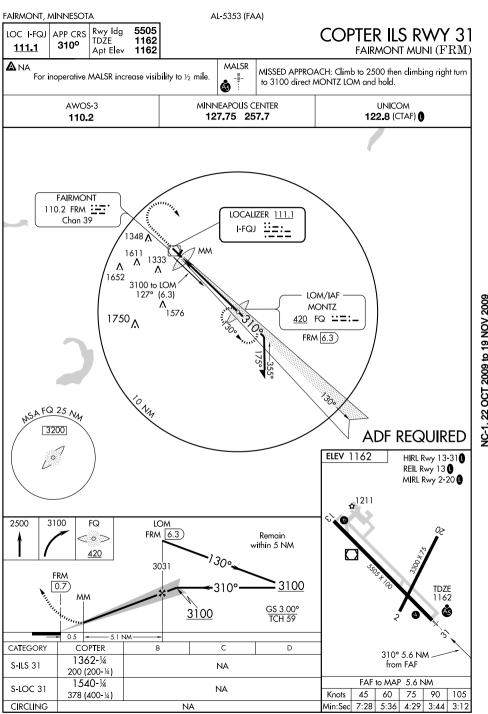


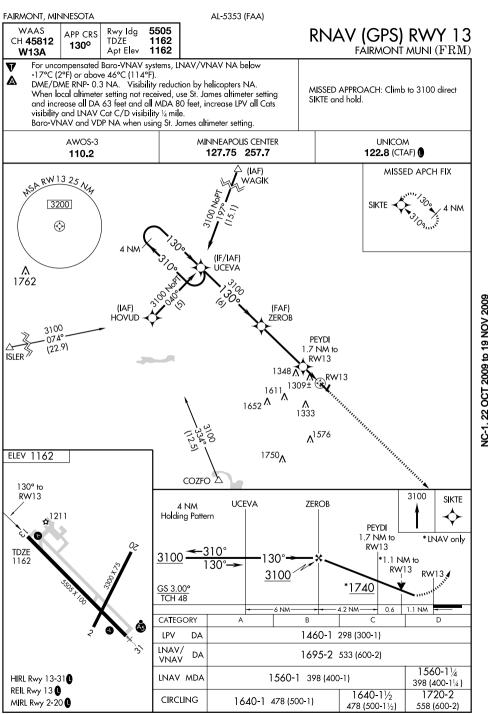




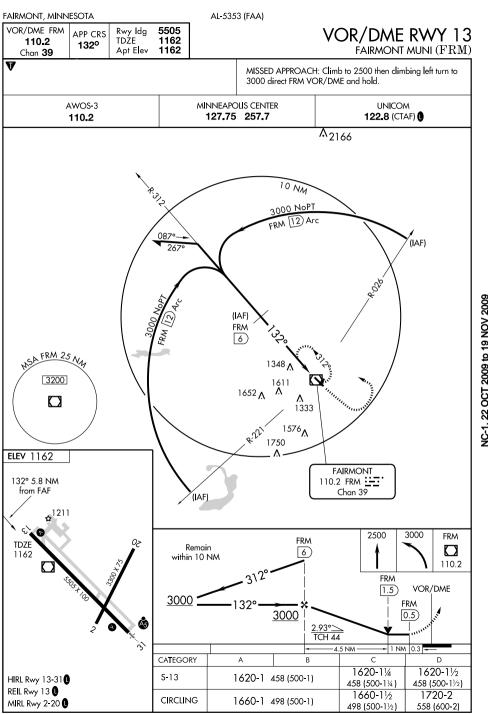


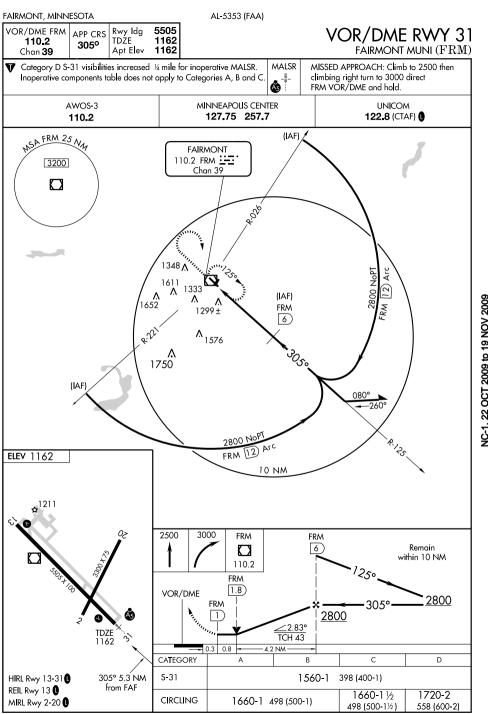


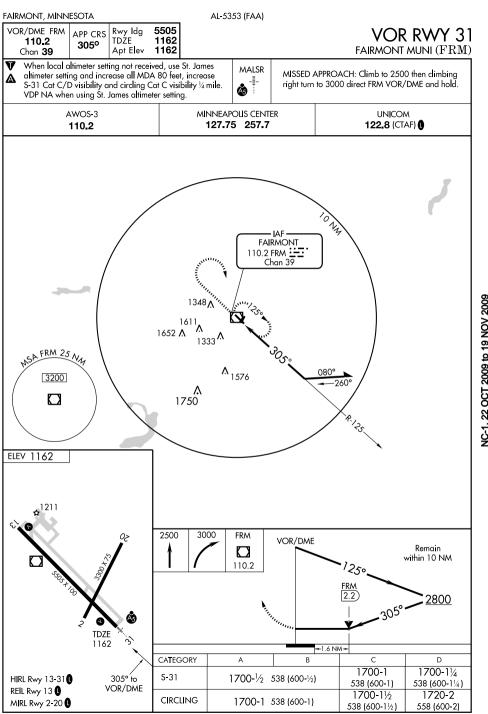


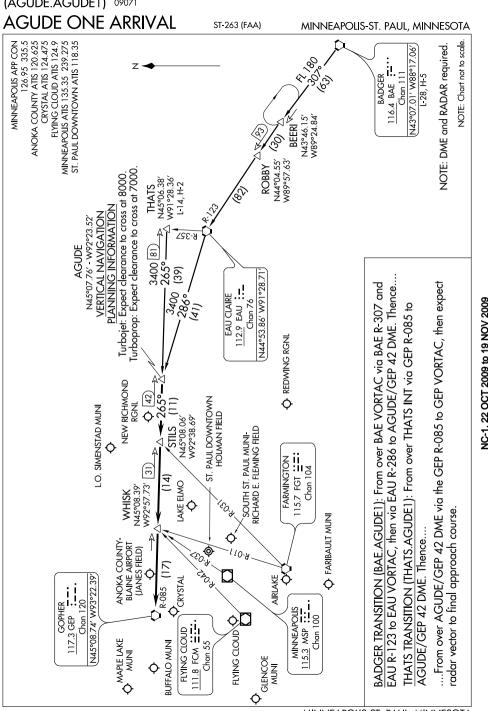


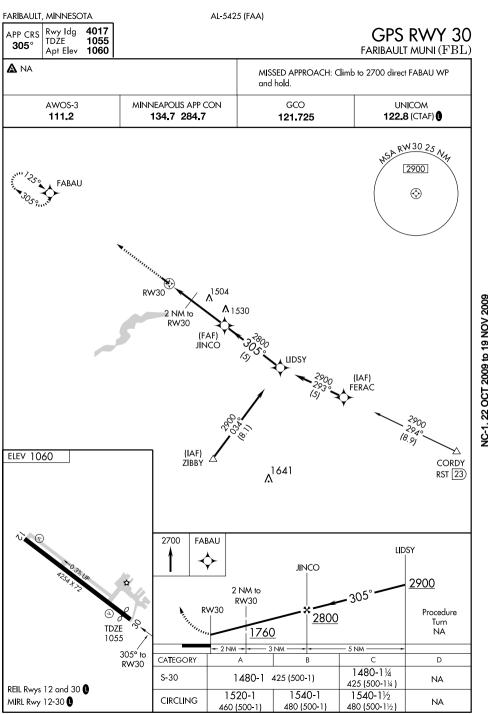
UC-1 22 OCT 2009 to 19 NOV 2009

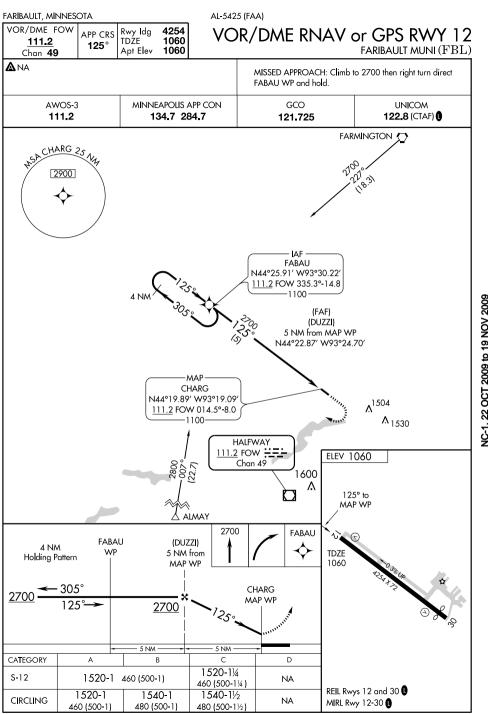


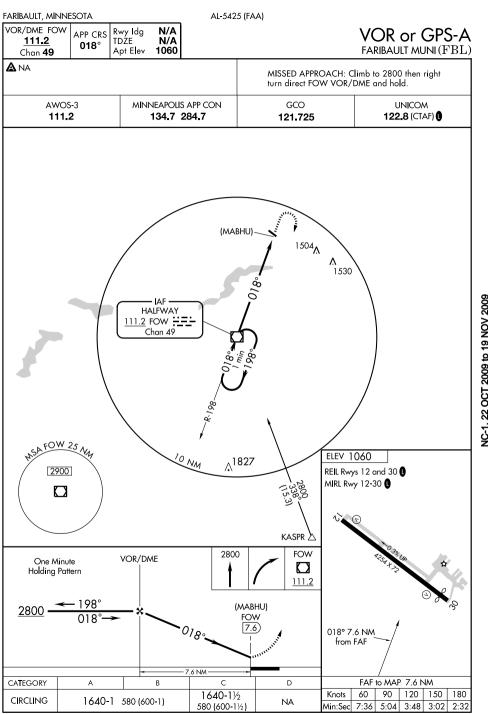


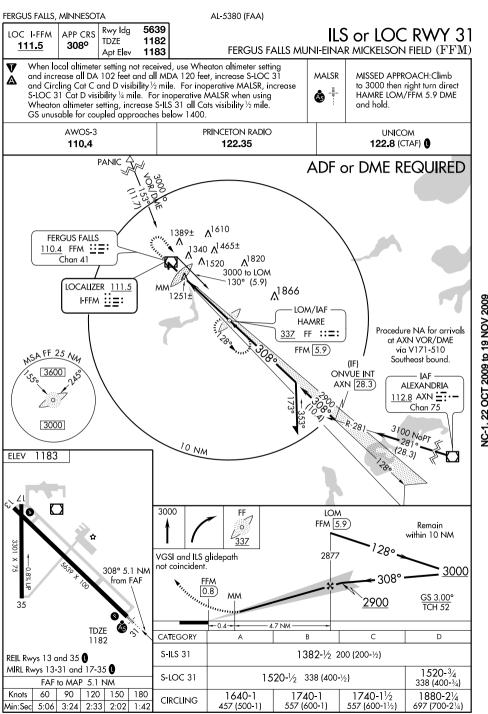


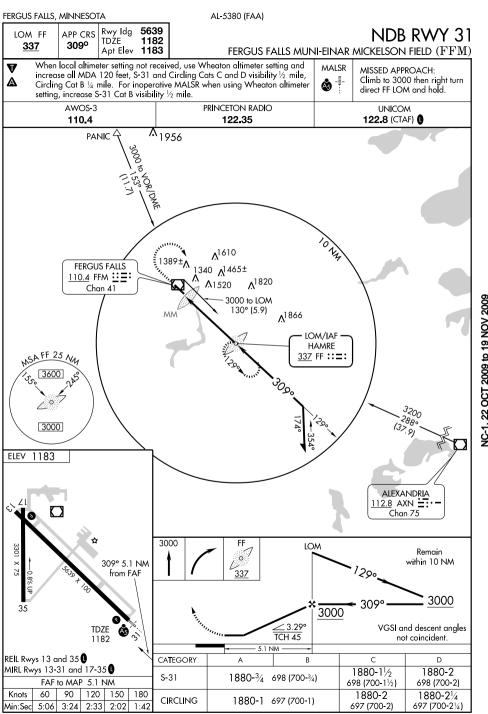


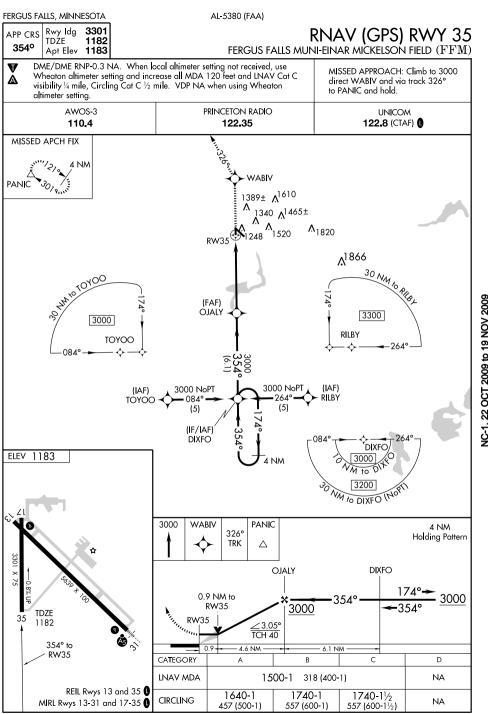


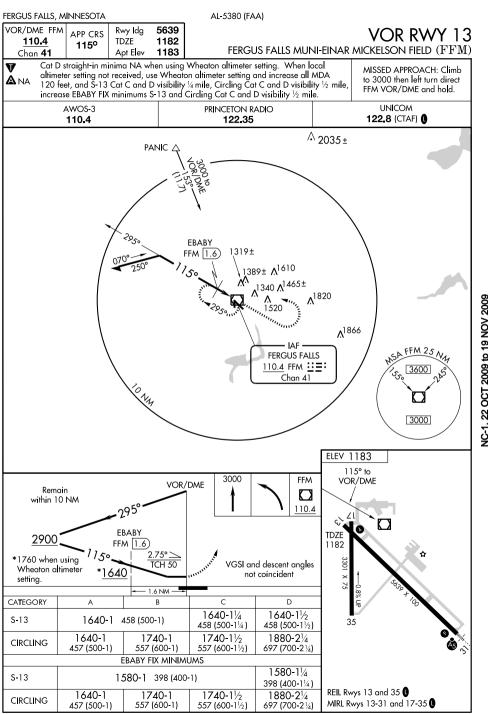


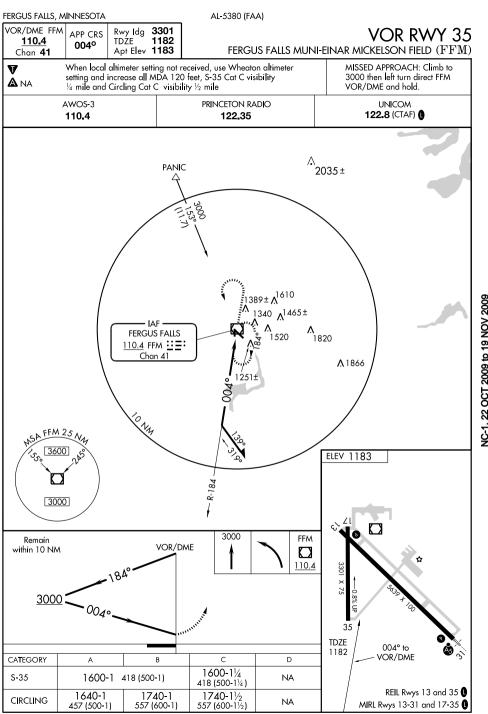


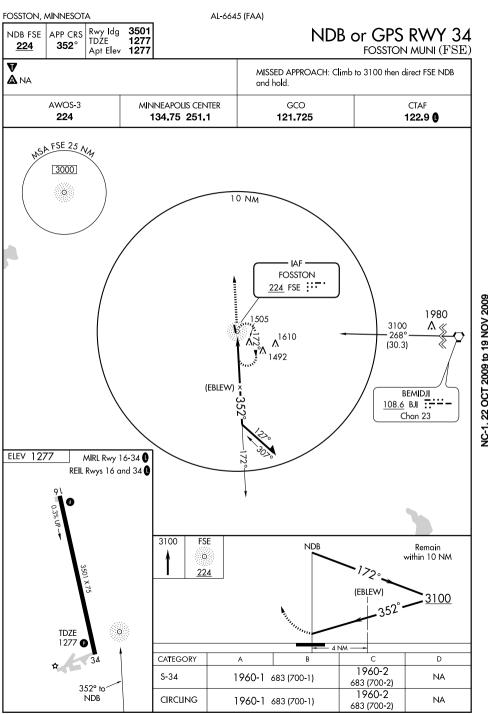


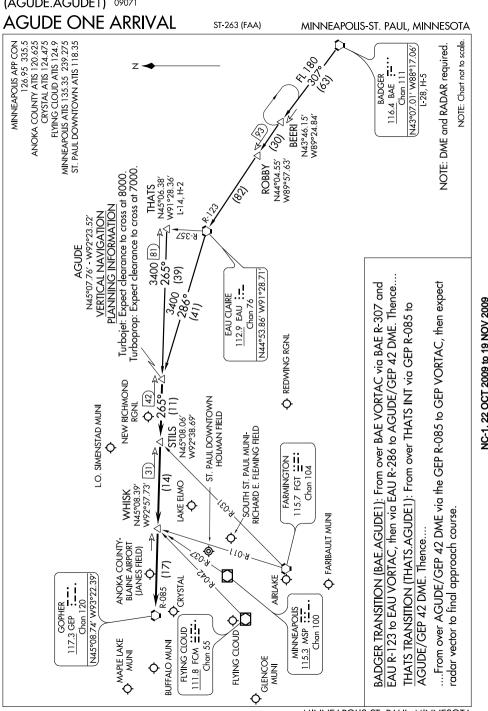


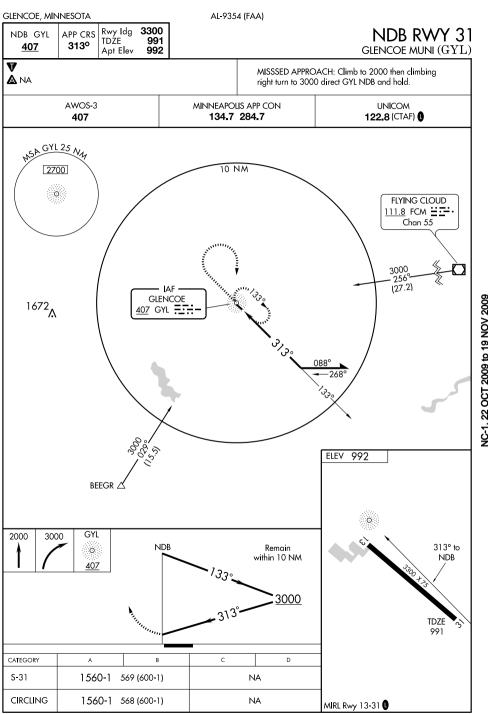


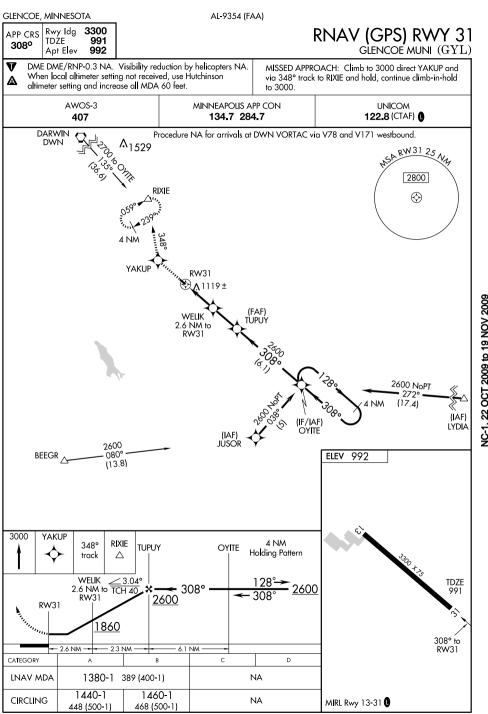


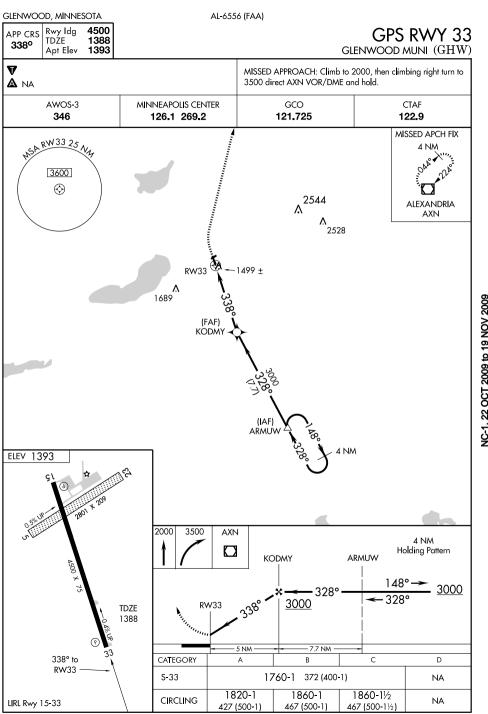


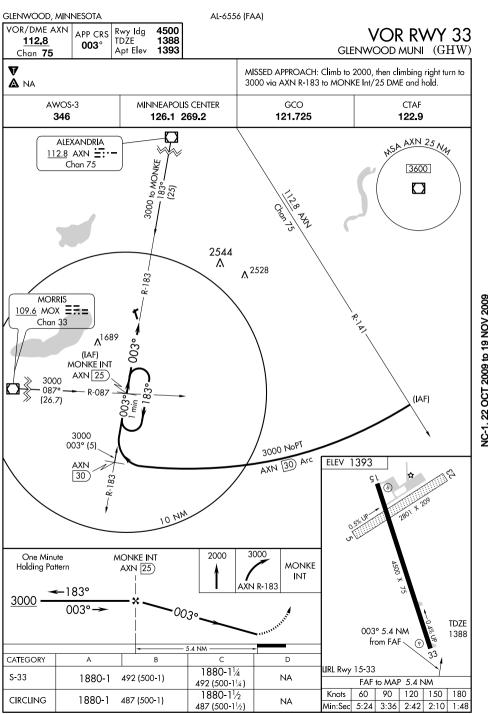


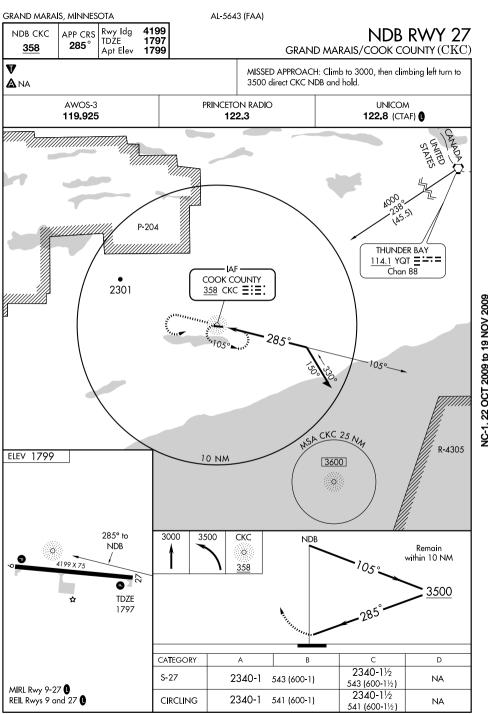


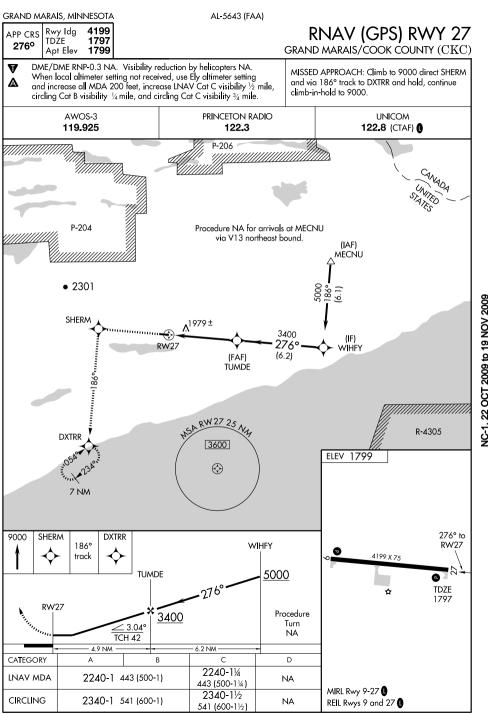


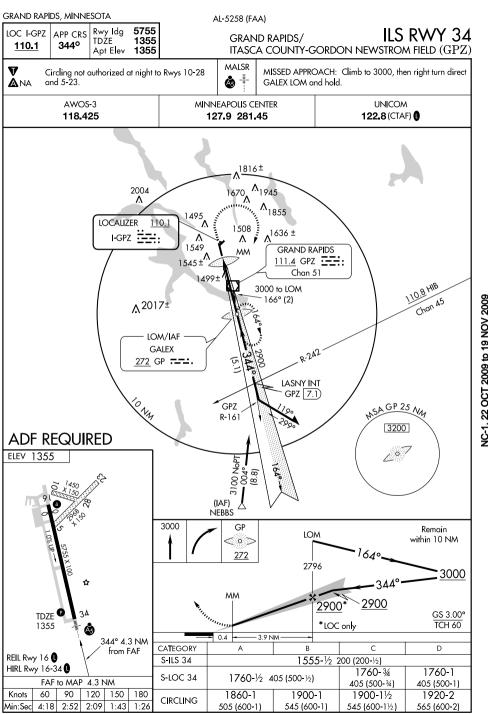


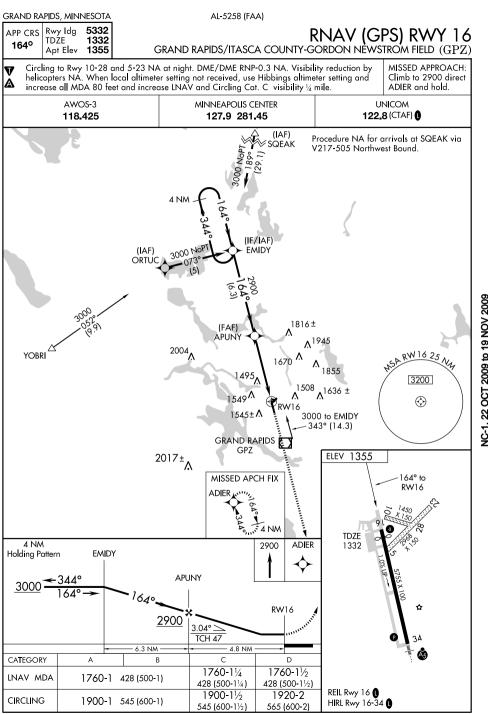


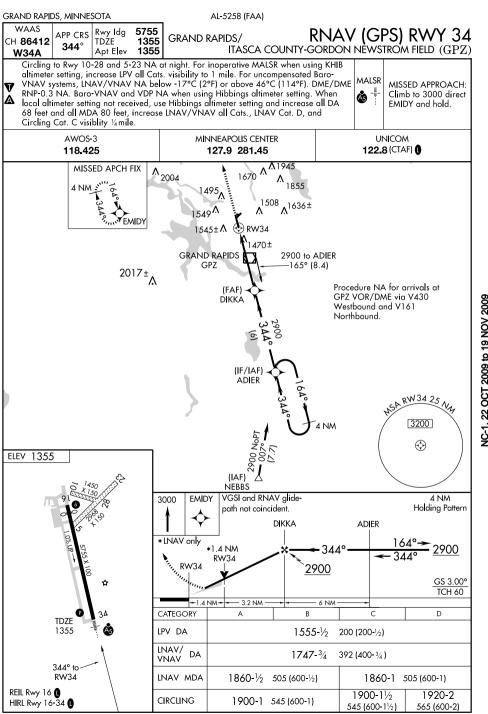


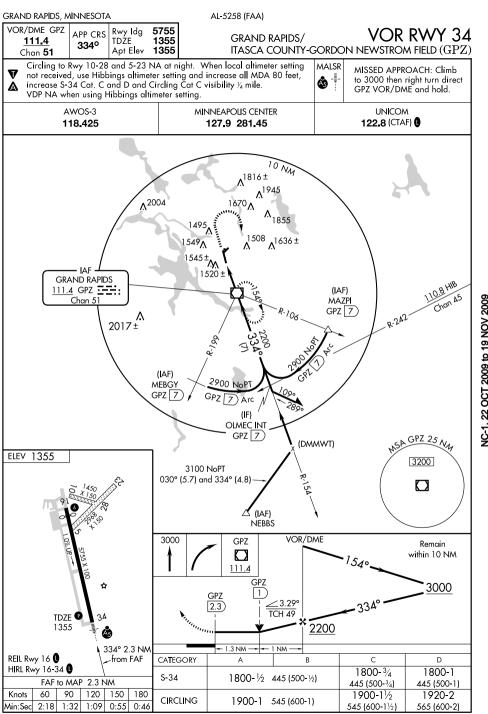


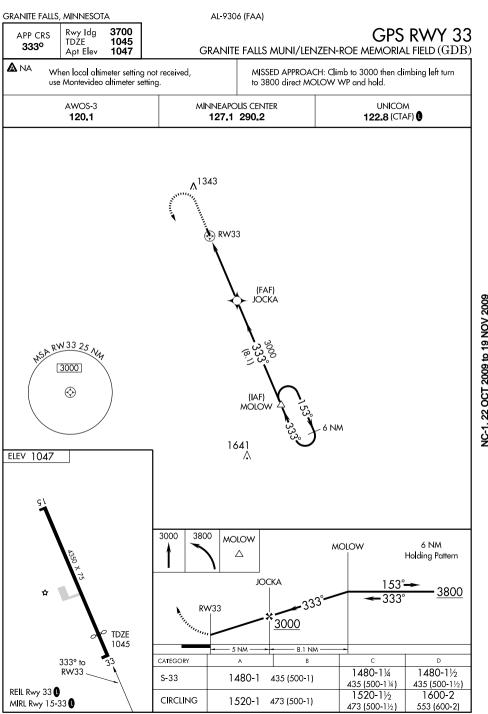


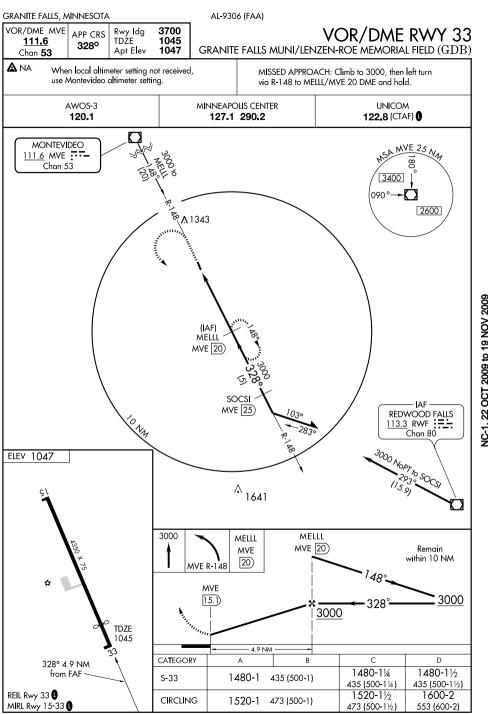


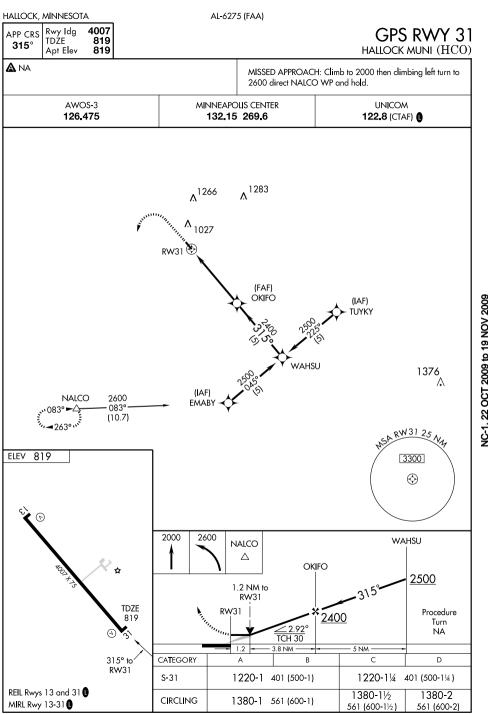


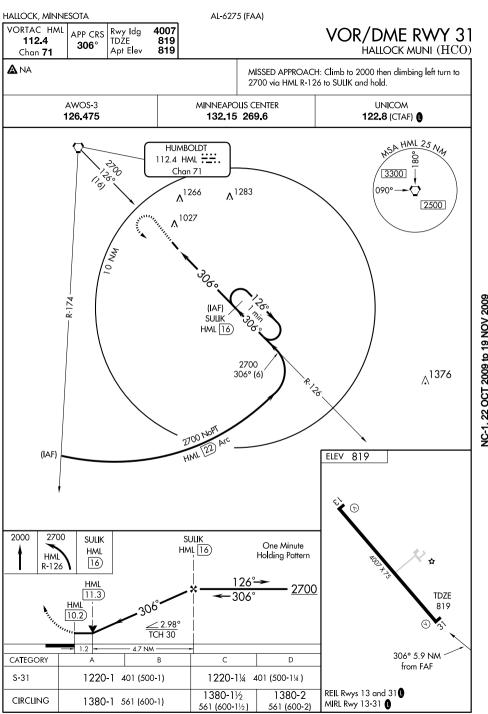


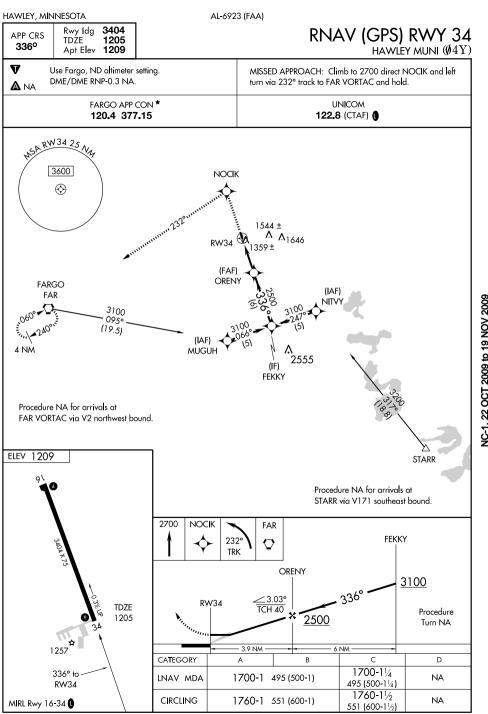


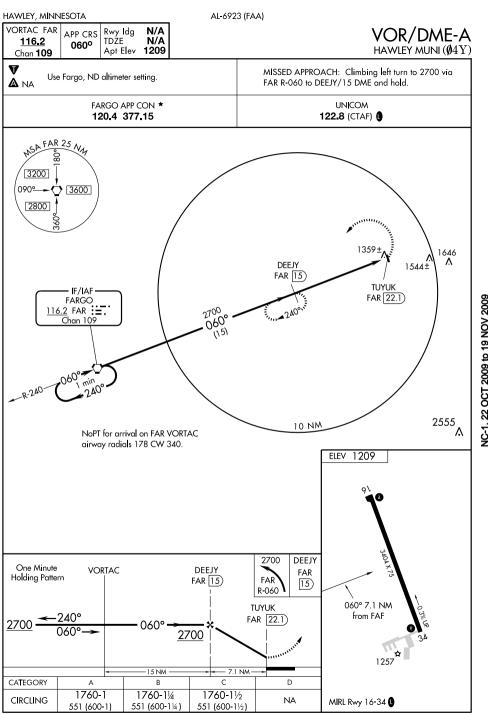


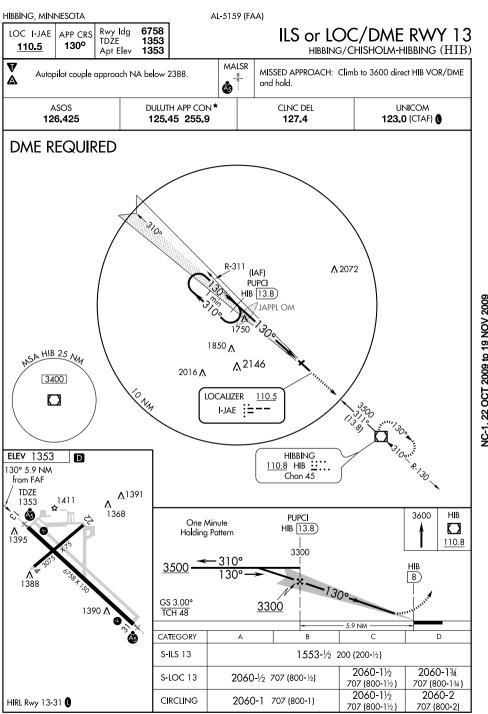




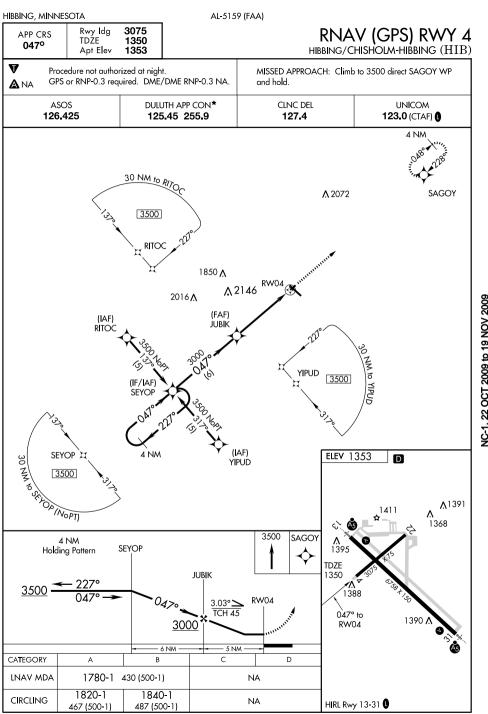


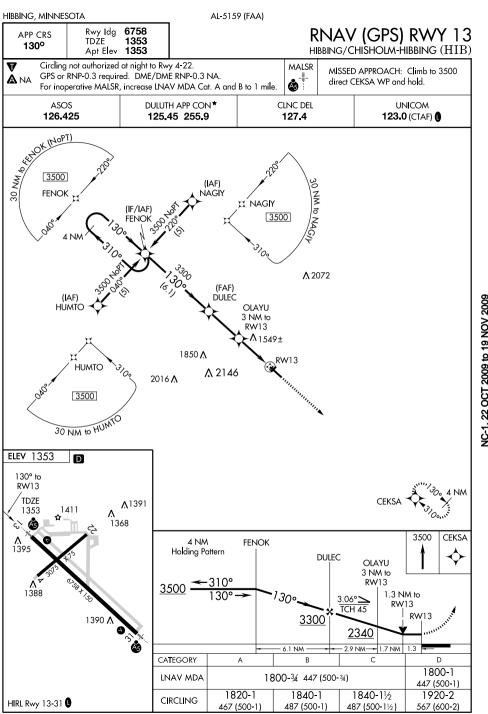




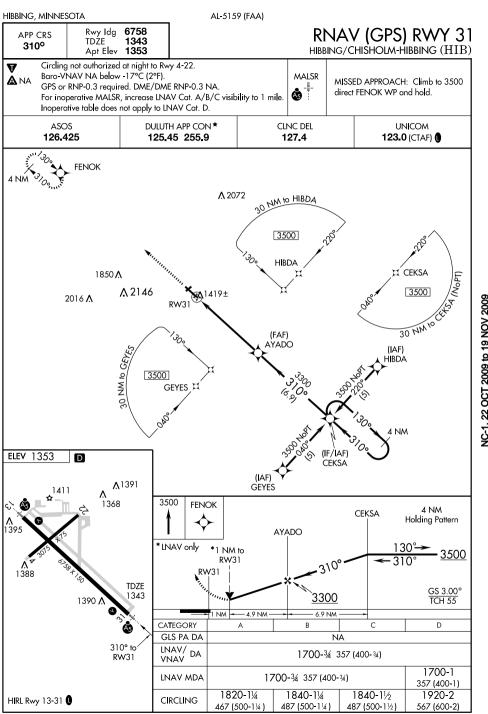


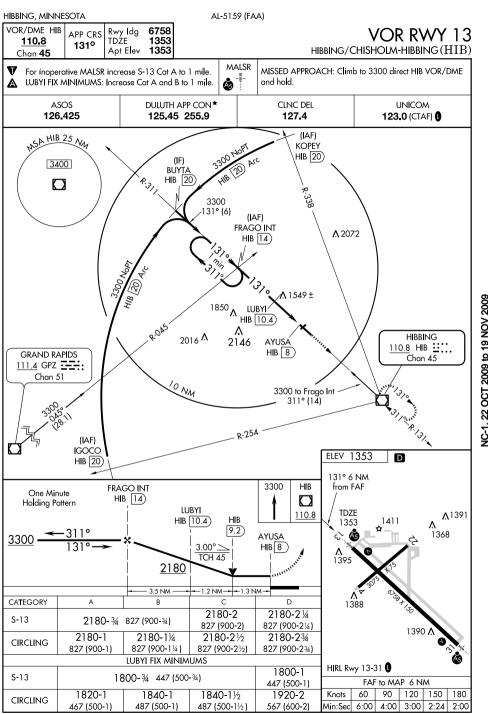
HIBBING, MINNESOTA AL-5159 (FAA) 6758 Rwy Ida ILS or LOC RWY 31 LOC I-HIB APP CRS TDŹE 1343 3100 109.5 HIBBING/CHISHOLM-HIBBING (HIB) Apt Elev 1353 MALSR v For inoperative MALSR, increase BOYAC FIX MINIMUMS MISSED APPROACH: Climb to 2500 then climbing S-LOC 31 Category D visibility to 1. **Å**3 right turn to 3600 direct HIB VOR/DME and hold. #DME from HIB VOR/DME. ASOS DUILUTH APP CON* CLNC DEL UNICOM 126.425 125.45 255.9 127.4 123.0 (CTAF) (A 2072 LOCALIZER 109.5 I-HIB ¹⁸⁵⁰∧ ²⁰¹⁶Λ 2146 MM BOYAC HIB 5 UC-1 22 OCT 2009 to 19 NOV 2009 IAF -HIBBING 110.8 HIB ОМ _ Chan 45 NSA HIB 25 My 3400 10 Mg **ELEV 1353** D 2500 3600 VOR/DME HIB One Minute ÓМ Holding Pattern **∧**1391 110.8 **BOYAC** 3558 1368 HIB 5 130° HIB 3600 **∧** ' 6.9 MM 3600 GS 2.90° 1740* *LOC only TCH 60 **.^.** * 1388 0.5 -- 1.4 NM -5 NM -CATEGORY D В TDZE 1343 1390 ^ S-ILS 31 1543-1/2 200 (200-1/2) 1740-34 S-LOC 31 1740-1/2 397 (400-1/2) 397 (400-34) 1820-1 1840-1 1840-11/2 1920-2 310° 6.9 NM CIRCLING 467 (500-1) 487 (500-1) 487 (500-11/2) 567 (600-2) from FAF **BOYAC FIX MINIMUMS#** HIRL Rwy 13-31 1680-34 S-LOC 31 1680-1/2 337 (400-1/2) FAF to MAP 6.9 NM 337 (400-34) 90 Knots 60 120 150 180 1820-1 1840-1 1840-11/2 1920-2 CIRCLING 6:54 <u>467</u> (500-1) Min:Sec 4:36 3:27 2:46 2:18 487 (500-1) 487 (500-11/2) 567 (600-2)

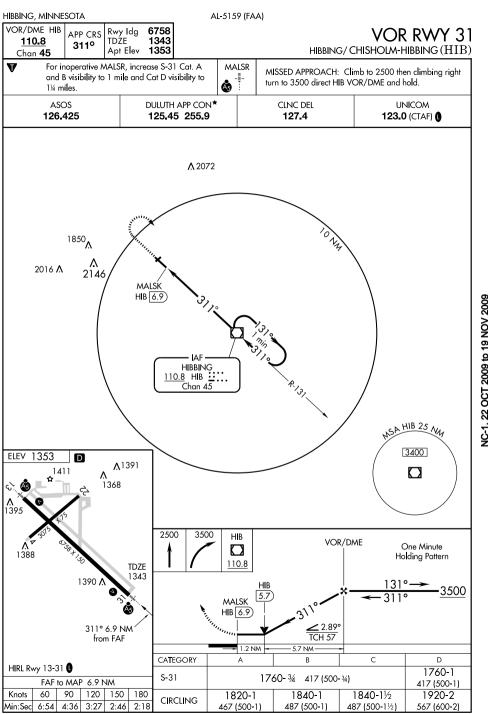


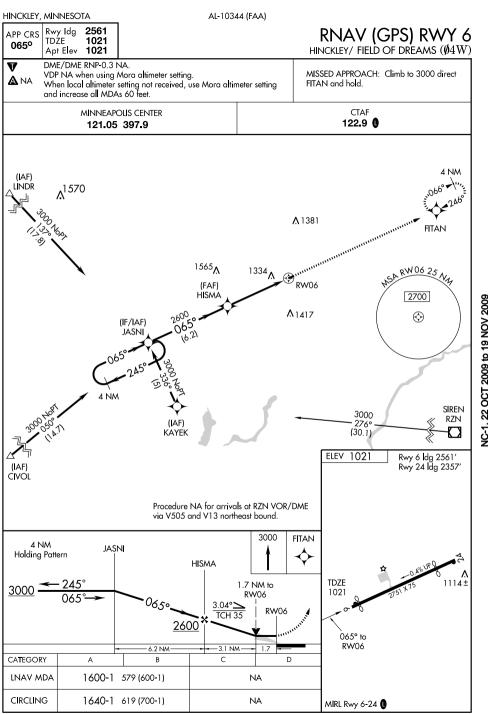


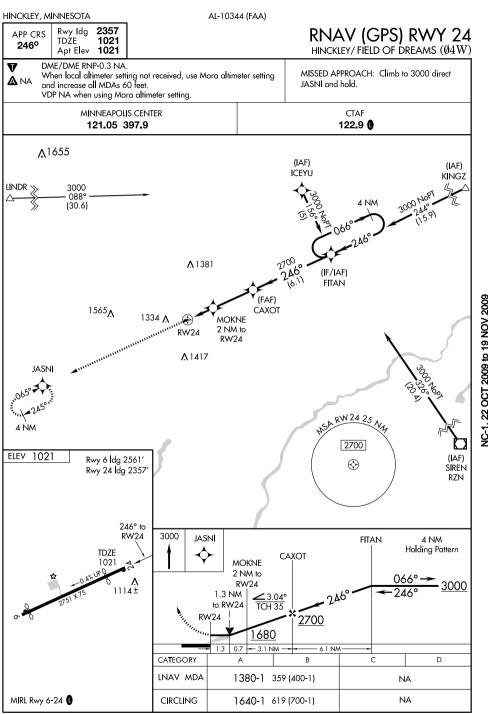
HIBBING, MINNESOTA AL-5159 (FAA) Rwy Idg 3075 RNAV (GPS) RWY 22 APP CRS TDŹE 1350 2270 HIBBING/CHISHOLM-HIBBING (HIB) Apt Elev 1353 V Procedure not authorized at night. MISSED APPROACH: Climb to 3500 direct SEYOP WP **A** NA GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA. and hold. CLNC DEL **ASOS** DUILUTH APP CON* UNICOM 126,425 125.45 255.9 127.4 123.0 (CTAF) (30 NM 6 SA CO. 30 NM to ZENA (IAF) SAGOY 3500 4 NM ZENAK (IF/IAF) SAGOY 2072 Λ (FAF) NC-1 22 OCT 2009 to 19 NOV 2009 PEKOY (IAF) WALDU 1850 Λ WALDU 1,2146 2016∧ 3500 30 NM to WALDU ELEV 1353 D 227° to SEYOP RW22 1391 1411 1368 3500 SEYOP TDZE 1350 **SAGOY 1**395 4 NM Holding Pattern **PEKOY** 1.3 NM to **^** × 1388 3500 RW22 228° **∠**2.99° TCH 45 RW22 1390 A 3300 1.3 - 4.7 NM 6 NM CATEGORY D Α LNAV MDA 1800-1 450 (500-1) NA 1820-1 1840-1 CIRCLING NA HIRL Rwy 13-31 467 (500-1) 487 (500-1)

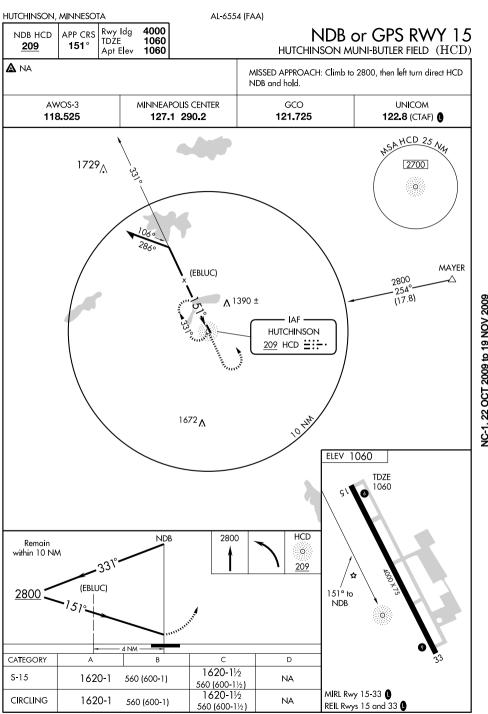


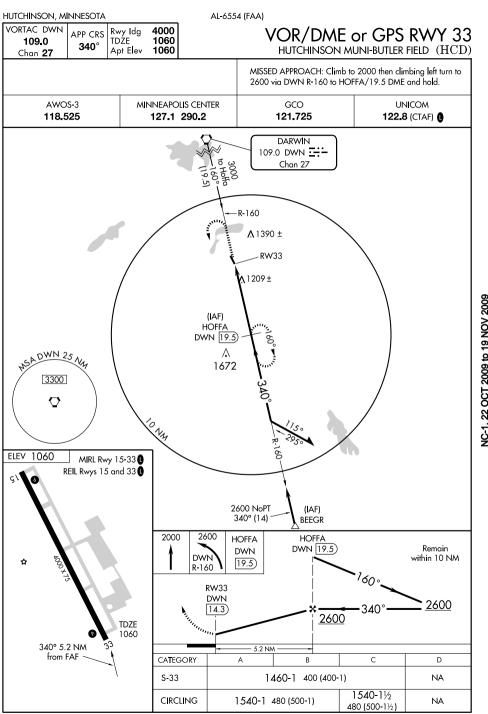


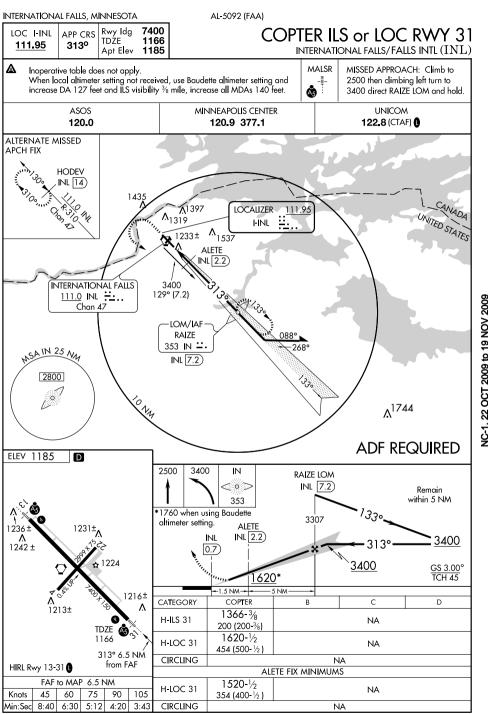


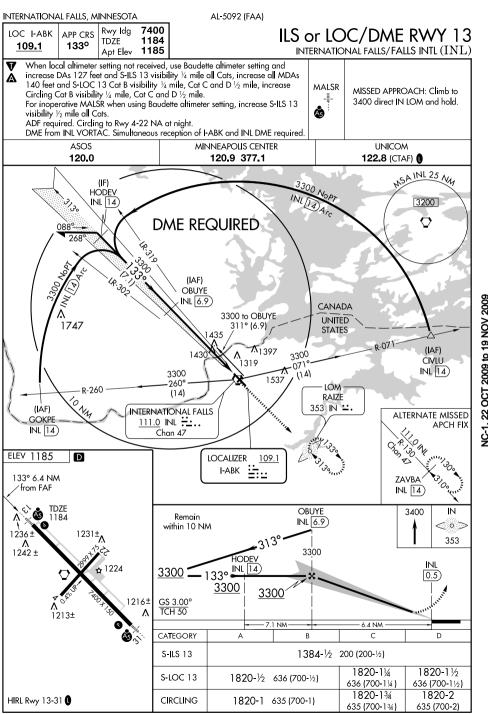


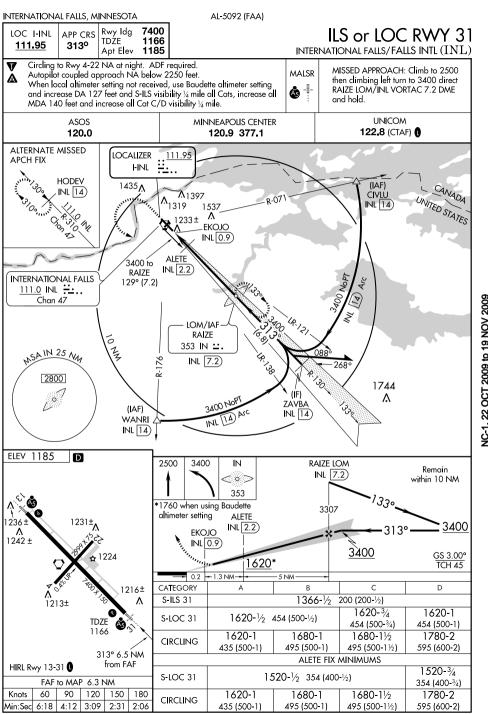


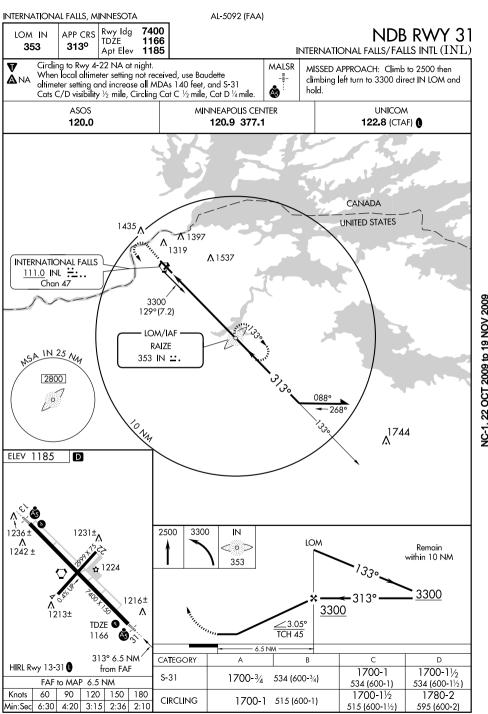






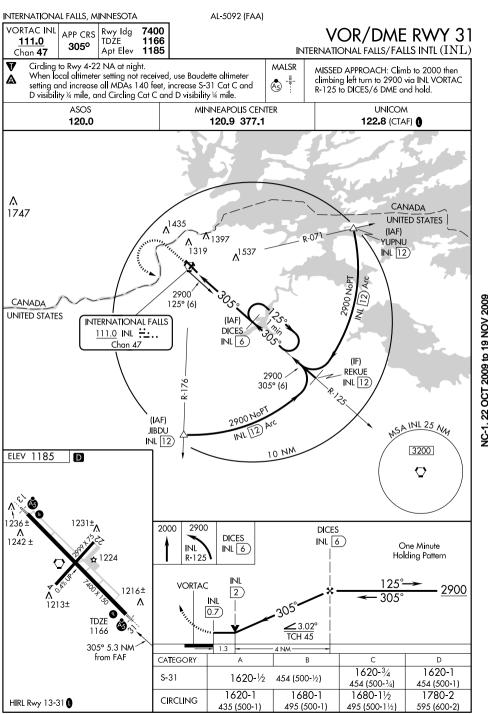




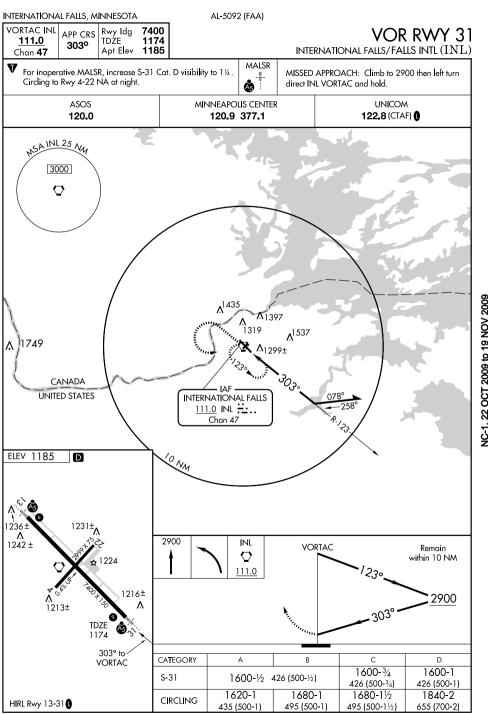


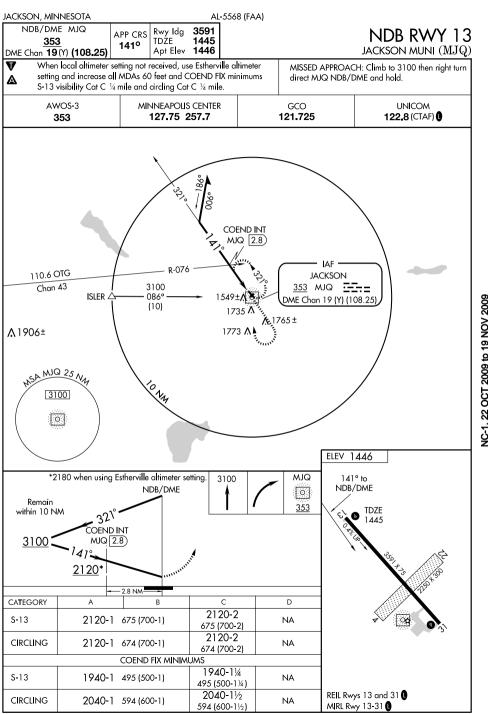
UC-1 22 OCT 2009 to 19 NOV 2009

NC-1 22 OCT 2009 to 19 NOV 2009

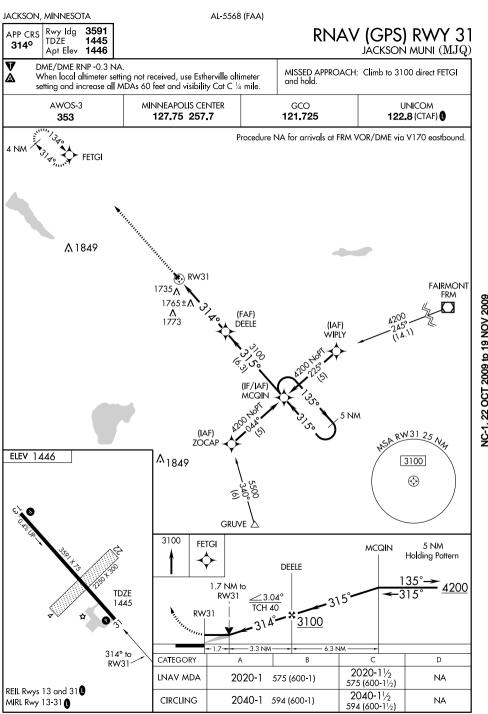


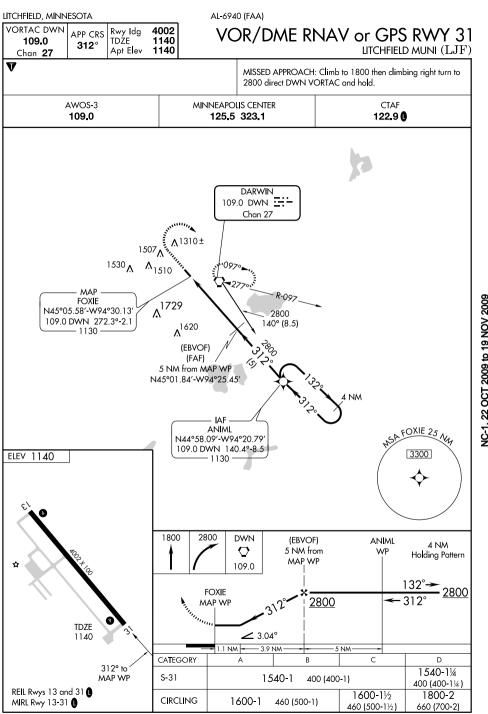
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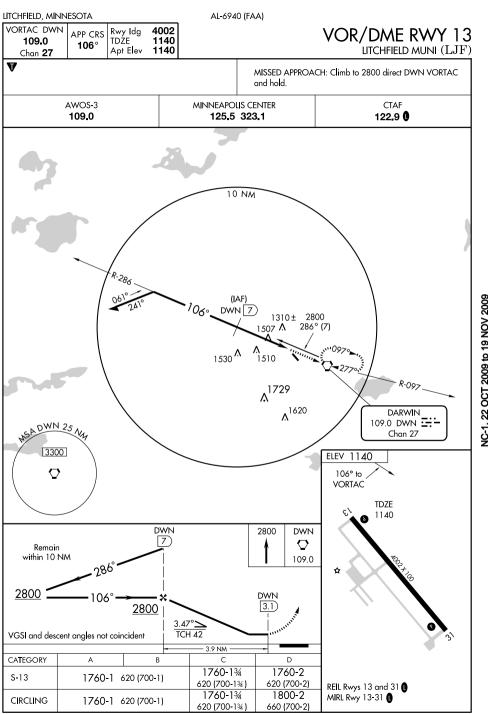


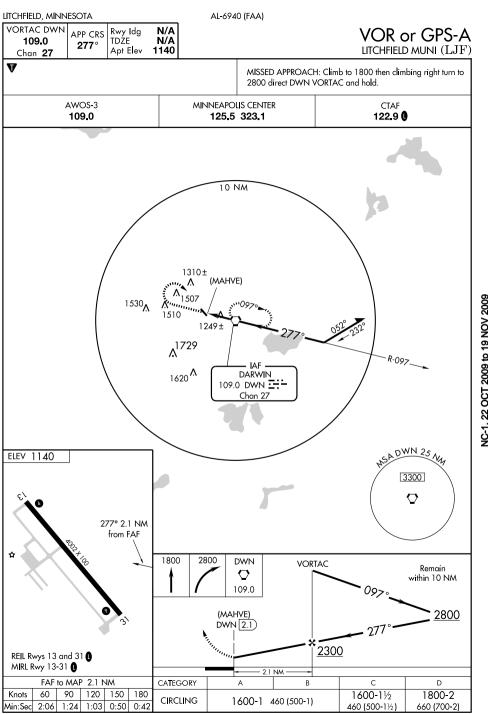


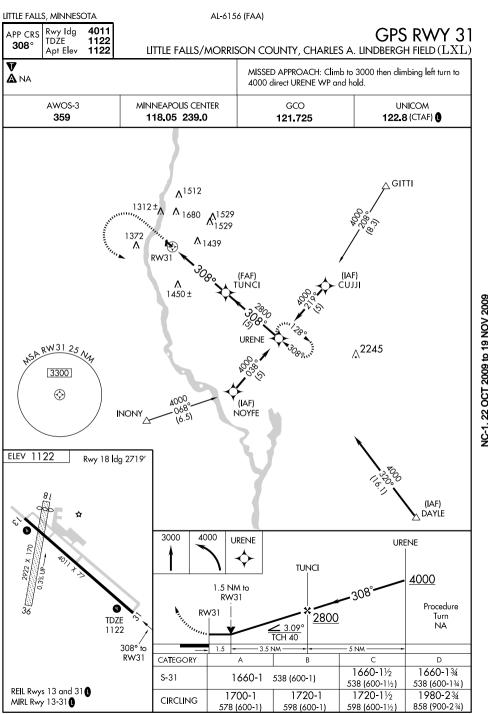
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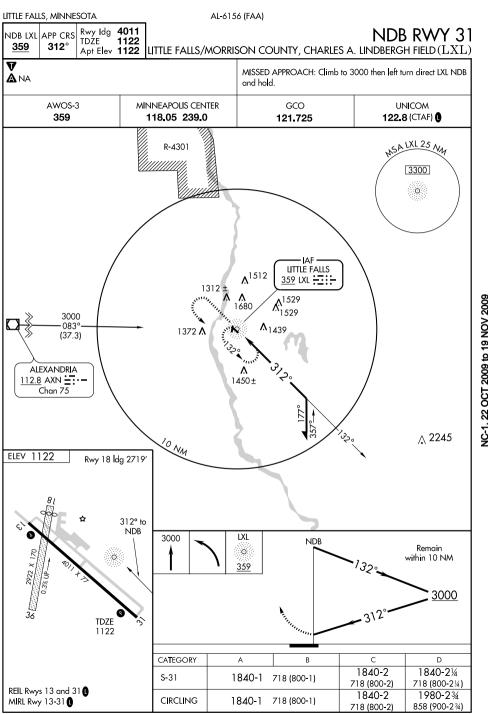


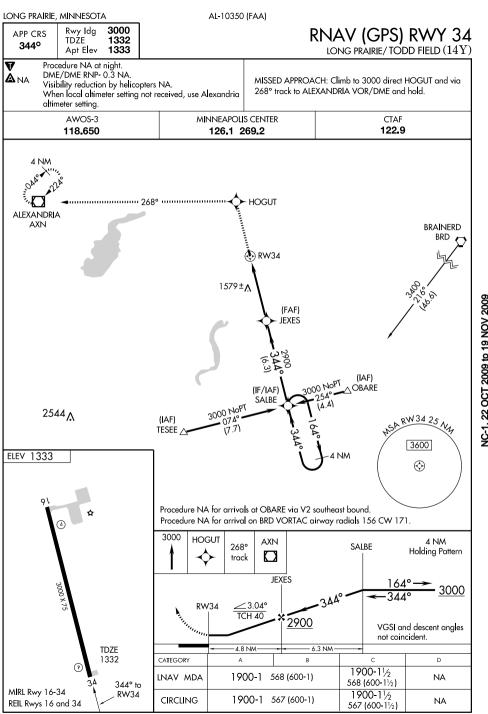


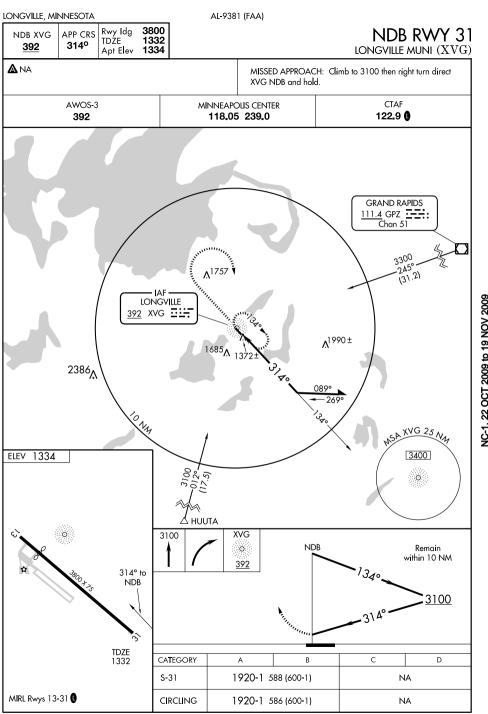


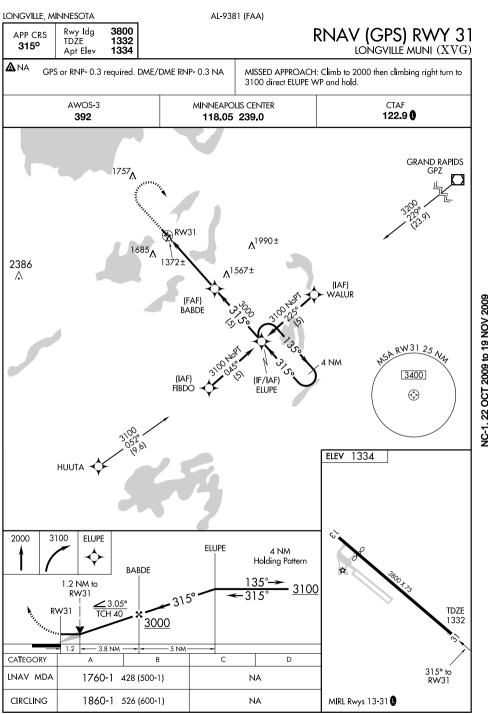


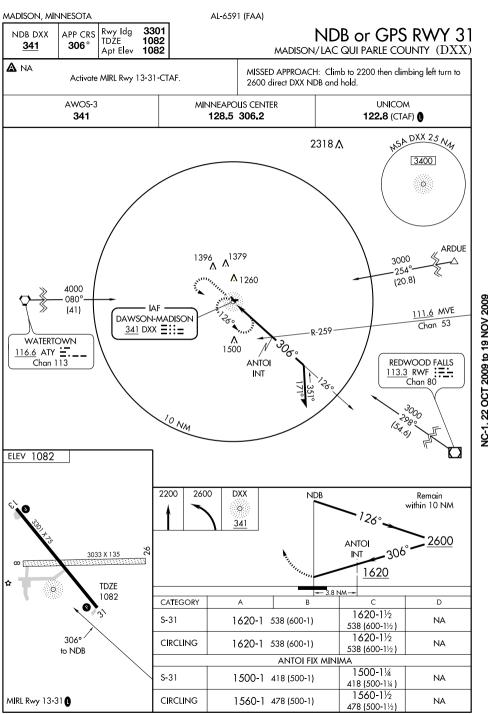




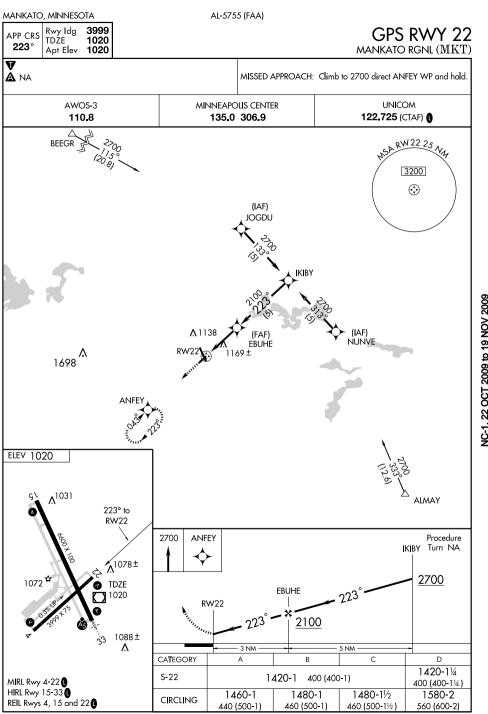


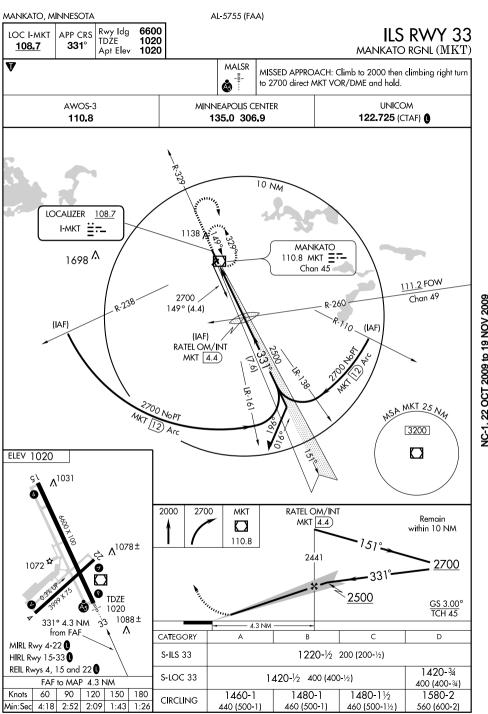




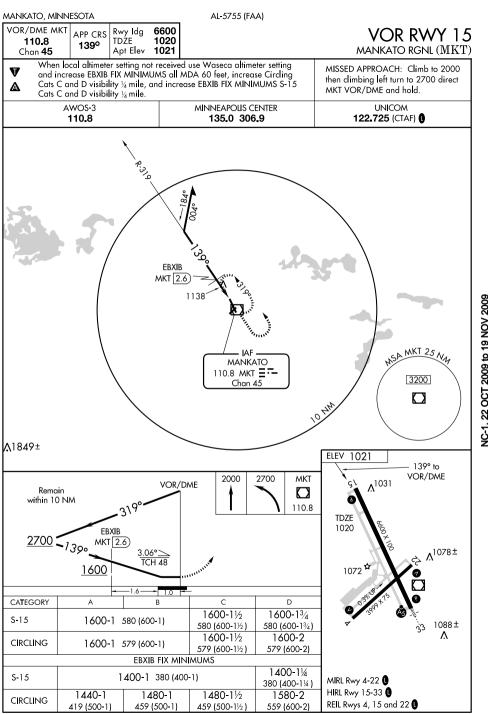


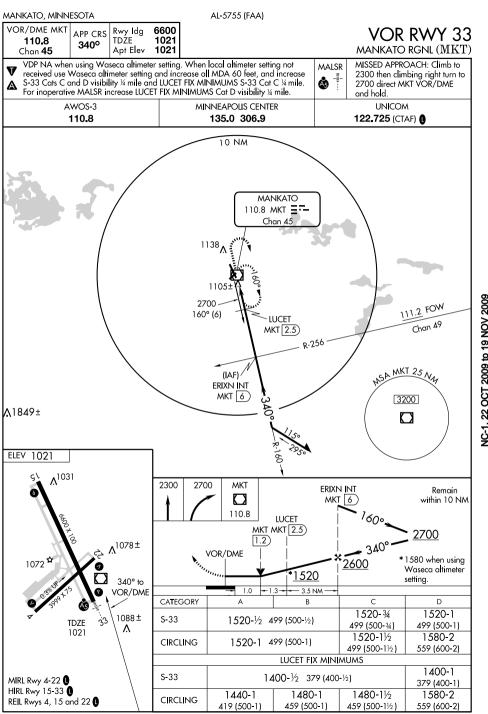
MANKATO, MINNESOTA AL-5755 (FAA) 6600 Rwy Idg COPTER ILS or LOC RWY 33 LOC I-MKT APP CRS TDŹE 1020 108.7 331° MANKATO RGNL (MKT) Apt Elev 1020 V MALSR MISSED APPROACH: Climb to 2000 then climbing right turn For inoperative MALSR increase visibility to ½ mile. to 2700 direct MKT VOR/DME and hold. AWOS-3 MINNEAPOLIS CENTER UNICOM 110.8 135.0 306.9 122.725 (CTAF) (1138 MANKATO 1698 ∧ 110.8 MKT = --LOCALIZER 108.7 Chan 45 I-MKT **∷**-111.2 FOW 2700 / 149° (4.4) Chan 49 NC-1 22 OCT 2009 to 19 NOV 2009 R-260 (IAF) RATEL OM/INT NSA MKT 25 Ny MKT 4.4) 3200 (ON **ELEV 1020 ∧**¹⁰³¹ 2000 2700 MKT RATEL OM/INT Remain MKT (4.4) within 10 NM ∧^{1078±} 110.8 1072 🕏 2441 2700 **TDZE** 1020 2500 GS 3.00° 1088± TCH 45 331° 4.3 NM ۸ from FAF 4.3 NM MIRL Rwy 4-22 1 CATEGORY COPTER В C D HIRL Rwy 15-33 1220-1/4 S-ILS 33 NA REIL Rwys 4, 15 and 22 1 200 (200-1/4) FAF to MAP 4.3 NM 1420-1/4 S-LOC 33 NA 90 105 Knots 45 60 75 400 (400-1/4) Min:Sec 2:27 CIRCLING 5:44 4:18 3:26 2:52 NA

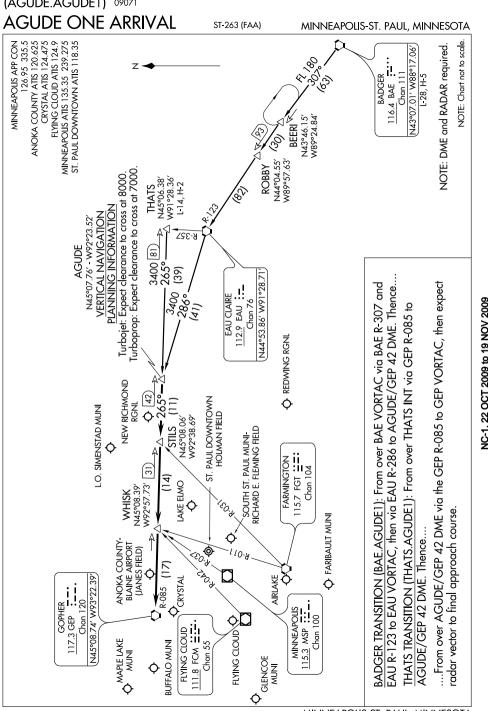


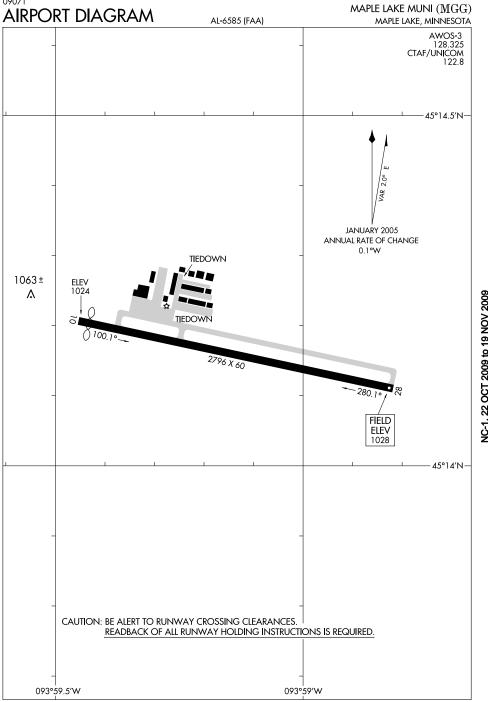


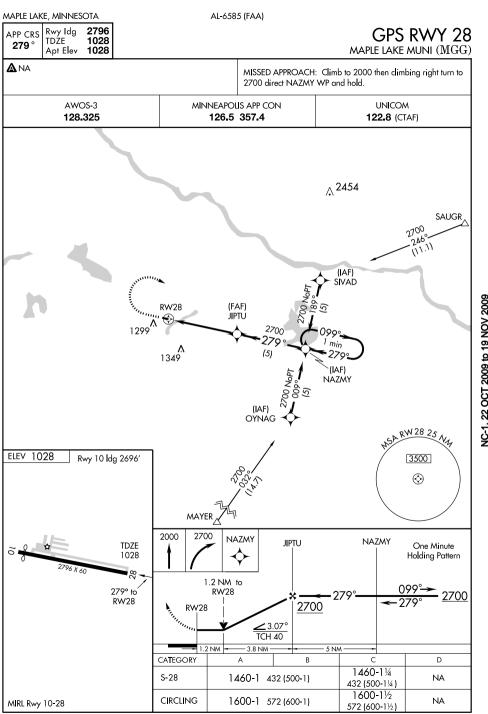
NC-1 22 OCT 2009 to 19 NOV 2009

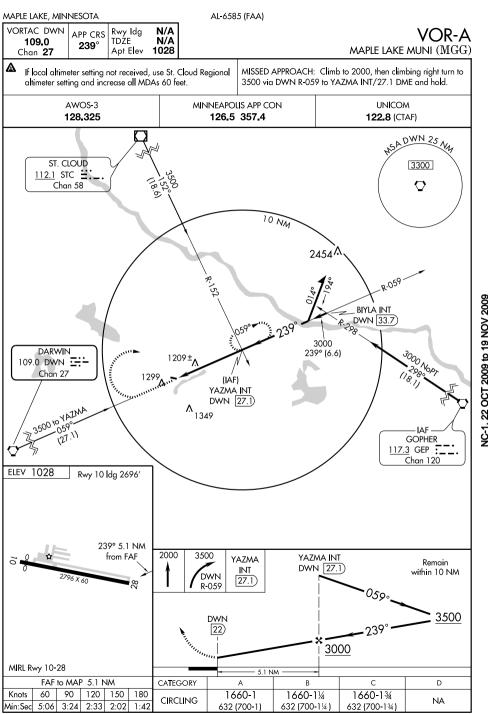


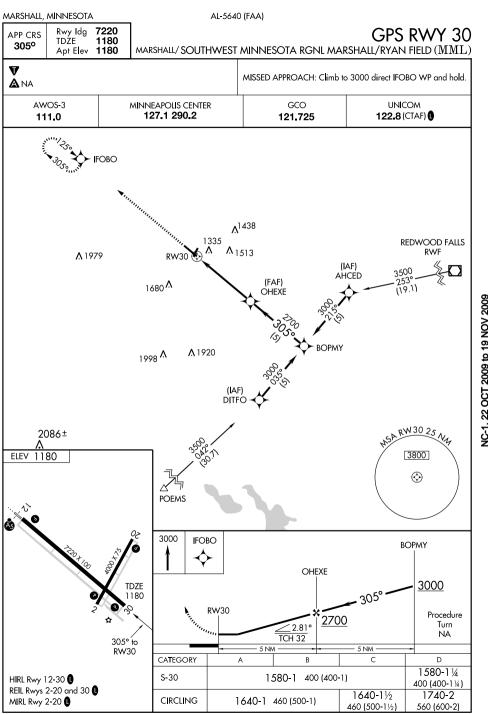


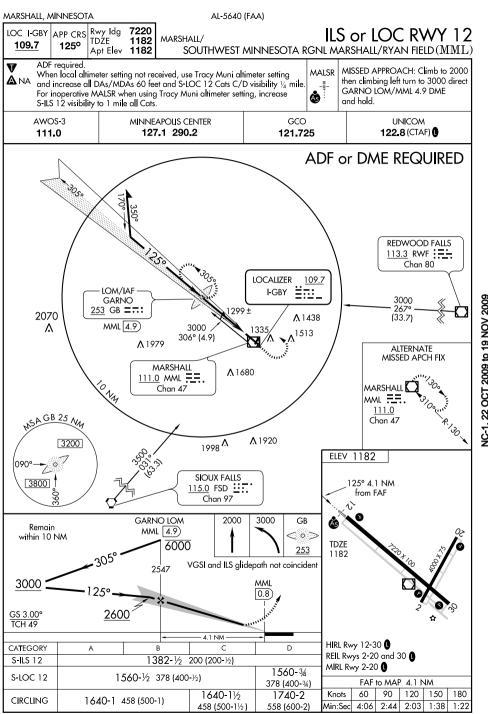




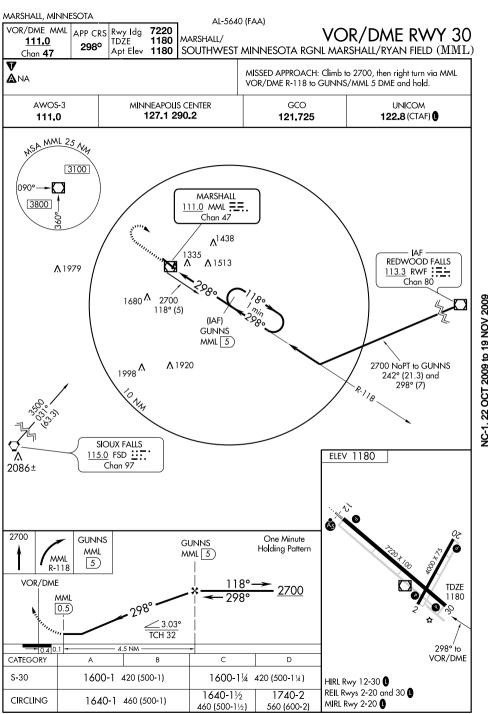


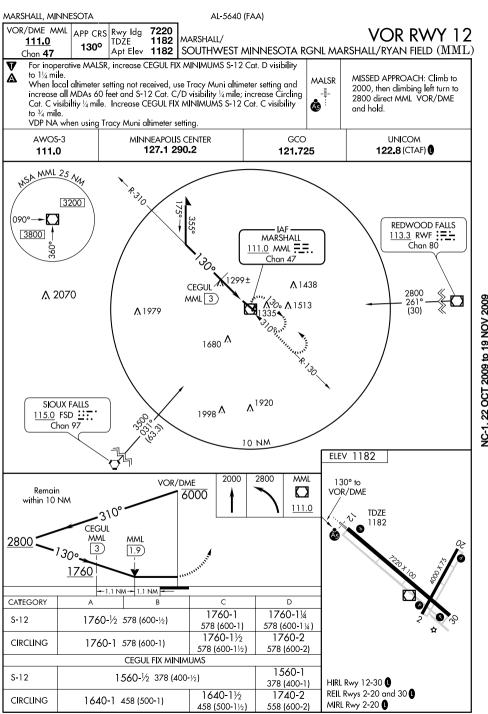


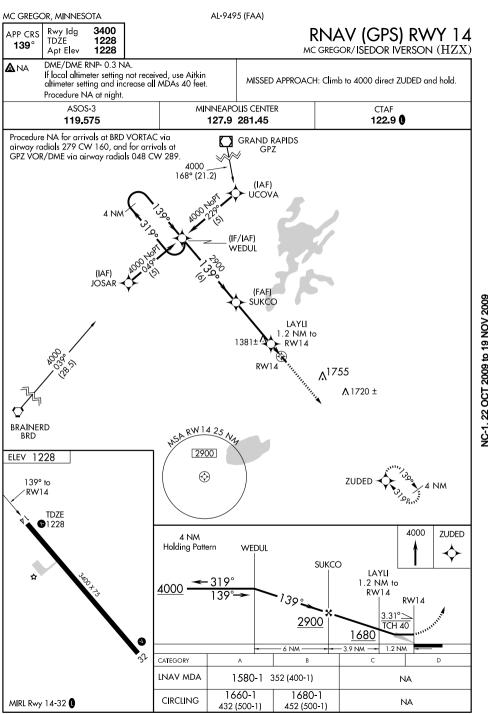


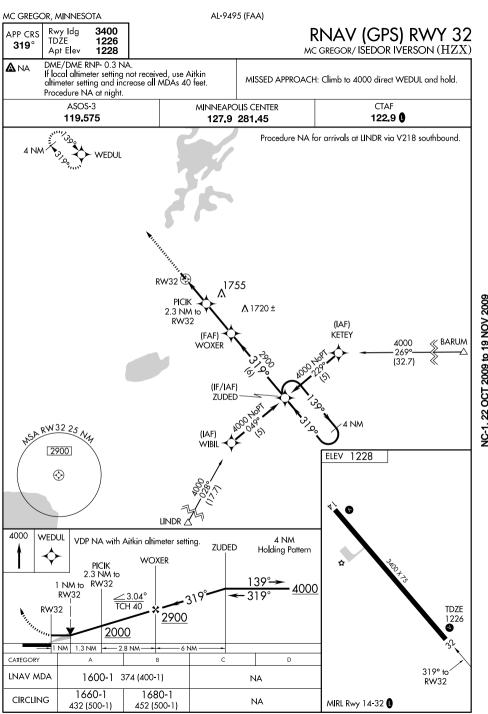


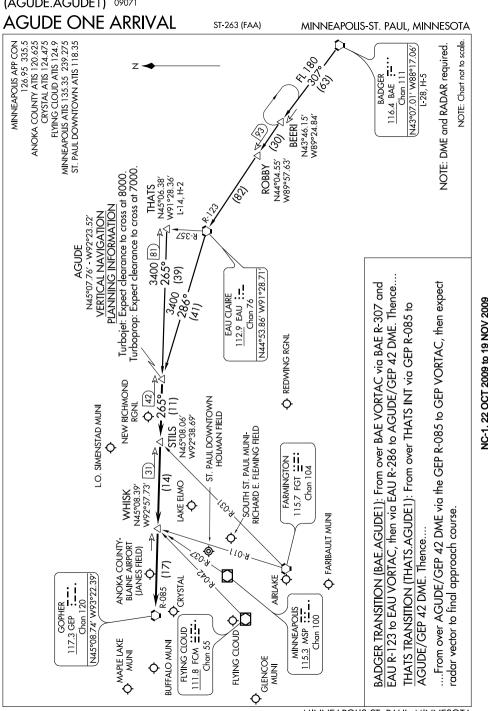
MARSHALL, MINNESOTA			AL-5640 (FAA)							
WAAS CH 82106 W12A	APP CRS 125°	Rwy Idg TDZE Apt Elev		marshall/ SOUTHWE	ST MIN	NESOT	R a rgn	NA' IL MAF	V (GPS) RWY RSHALL/RYAN FIELD (M	12 ML)
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Tracy Muni altimeter setting and increase all DAs/MDAs 60 feet and LNAV Cat. C visibility ¼ mile. VDP and Baro-VNAV NA when using Tracy Muni altimeter setting, For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). For inoperative MALSR when using Tracy Muni altimeter setting, increase LPV visibility to 1 mile all Cats. For inoperative MALSR, increase LNAV Cat. D visibility to 1½ mile.										5°
AWOS 111.0			NEAPOLIS 127.1 29			GCO 121.725		·	UNICOM 122.8 (CTAF) ()	
4 N. (IA HA 2070 ∕\	RÍV ◆	4600 355° (2.3)	RISLE (IAF) IGPA F/IAF) F/IAF) F/IAF) F/IAF) F/IAF) F/IAF) F/IAF) F/IAF) F/IAF) F/IAF) F/IAF) F/IAF) F/IAF) F/IAF) F/IAF)	3200 195° (2 (FAF) HIBUM 1299± RW1	1241± 222	1335 A A A A A A COSID	Y	ELEV 125°		NC-1 22 OCT 2009 to 19 NOV 2009
4 NM Holding Patte	n	'GSI and RN ot coincident 'LBE 	t "	1	COSIE	055° track	JUNES	RWI	TDZE 1182	
3200	125°→	125	5°~	HIBUM	*1.1 N RW)		1	02 / 0
GS 3.00° TCH 49			600	3.1 N	7	1.1 NM -	inid	-	100 \$ X	
CATEGORY	A	1 0.	В В	C		1.11VM -)	1		
LPV DA			1432-1/2	250 (300-1/2	ź)			1	2 0	8
LNAV/ DA	1511-3/4 329 (400-3/4)]	φ	
LNAV MDA	070 (400 17								wy 12-30 0	
CIRCLING	1640-1 458 (500-1)			1640-		1740 558 (6			wys 2-20 and 30 () Rwy 2-20 ()	

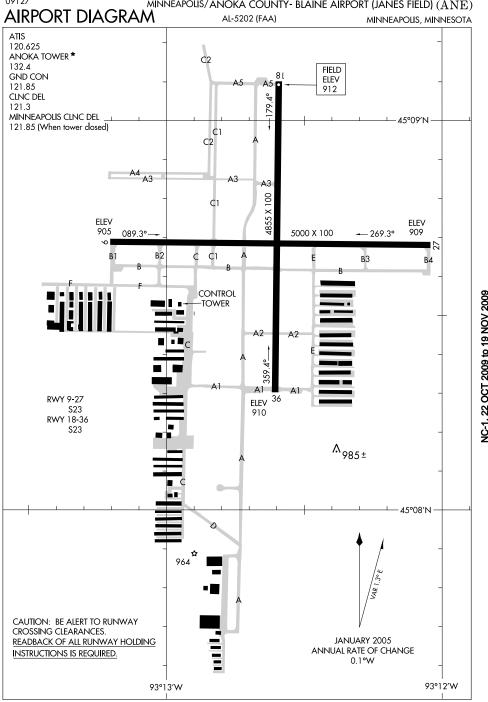


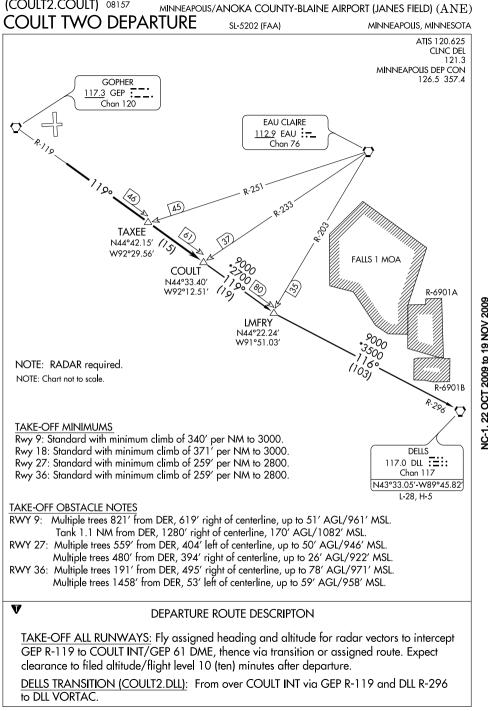


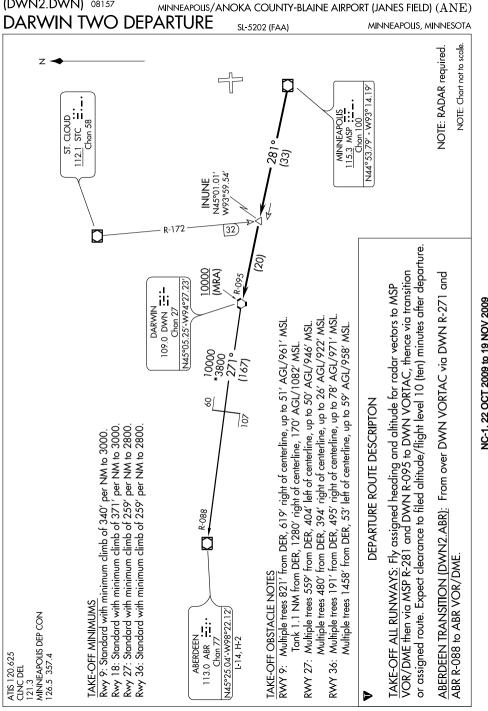


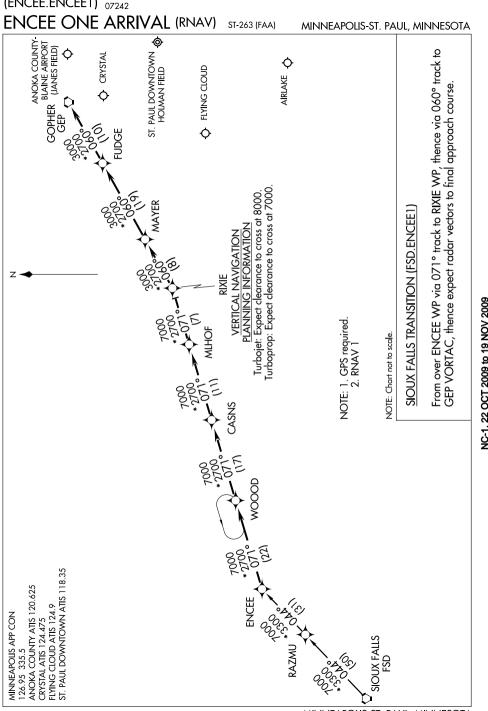


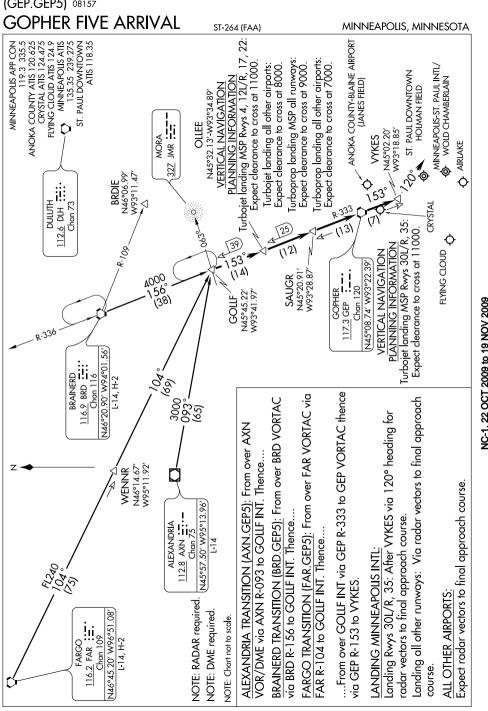


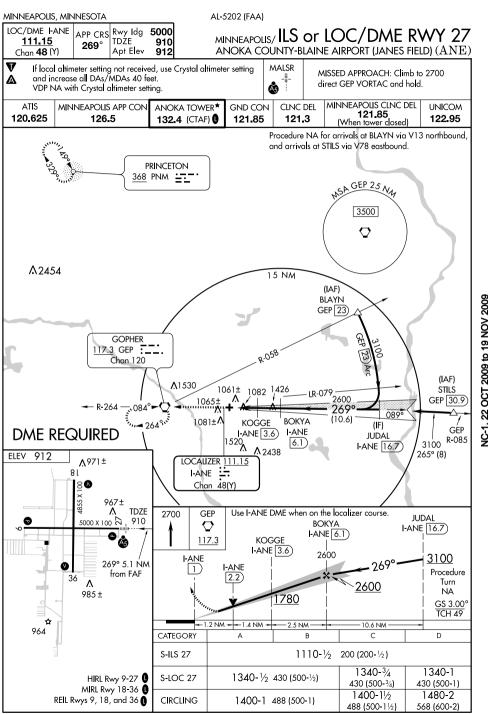


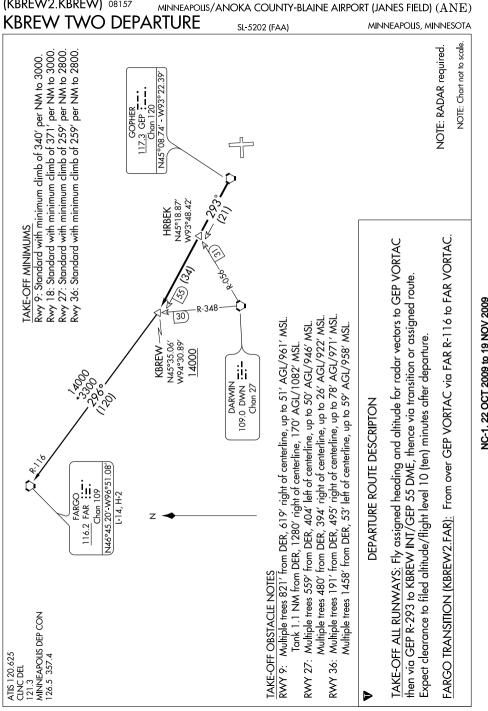


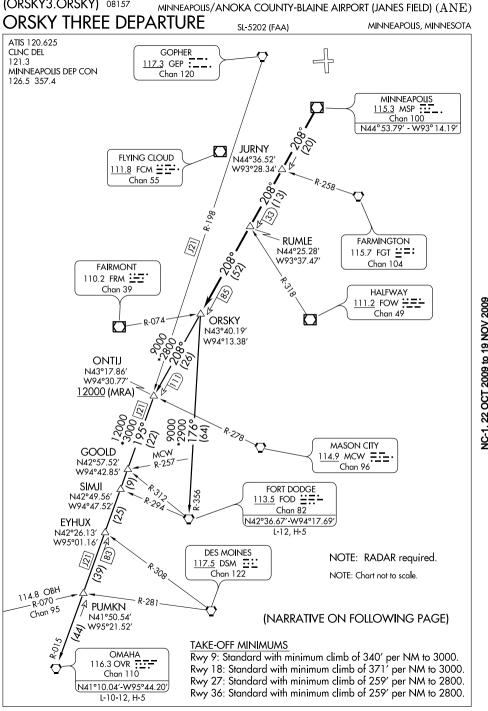












(ORSKY3.ORSKY) 08157 MINNEAPOLIS/ANOKA COUNTY-BLAINE AIRPORT (JANES FIELD) (ANE)ORSKY THREE DEPARTURE MINNEAPOLIS, MINNESOTA SL-5202 (FAA) V DEPARTURE ROUTE DESCRIPTON TAKE-OFF ALL RUNWAYS: Fly assigned heading and altitude for radar vectors to MSP VOR/DME then via MSP R-208 to ORSKY INT/MSP 85 DME, thence via transition or assigned route. Expect clearance to filed altitude/flight level 10 minutes after departure. FORT DODGE TRANSITION (ORSKY3.FOD): From over ORSKY INT via FOD R-356 to FOD VORTAC. OMAHA TRANSITION (ORSKY3.OVR): From over ORSKY INT via MSP R-208 to ONTIJ INT then via OVR R-015 to OVR VORTAC. TAKE-OFF OBSTACLE NOTES RWY 9: Multiple trees 821' from DER, 619' right of centerline, up to 51' AGL/961' MSL.

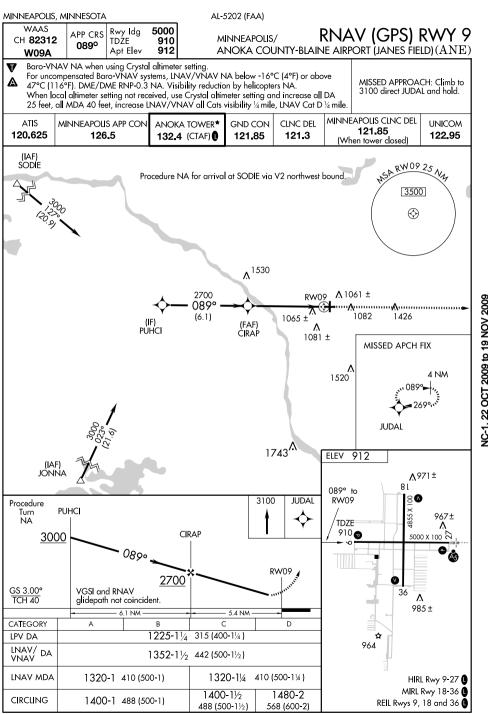
Tank 1.1 NM from DER, 1280' right of centerline, 170' AGL/1082' MSL.

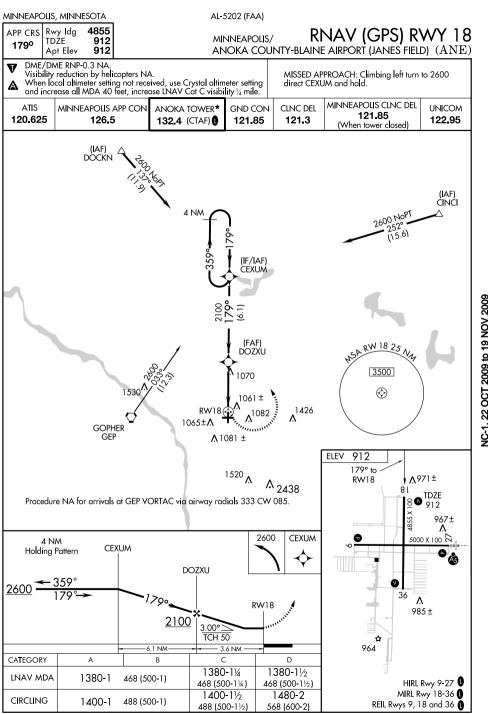
RWY 27: Multiple trees 559' from DER, 404' left of centerline, up to 50' AGL/946' MSL. Multiple trees 480' from DER, 394' right of centerline, up to 26' AGL/922' MSL.

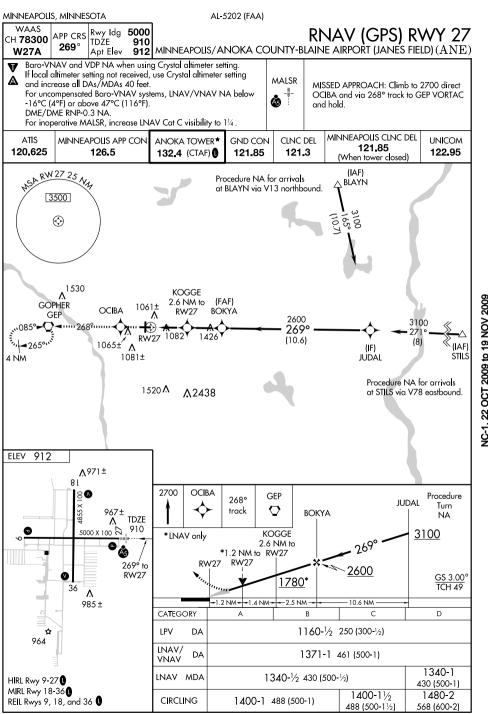
RWY 36: Multiple trees 191' from DER, 495' right of centerline, up to 78' AGL/971' MSL.

Multiple trees 1458' from DER, 53' left of centerline, up to 59' AGL/958' MSL.

22 CT 2009 to 19 NOV 2009

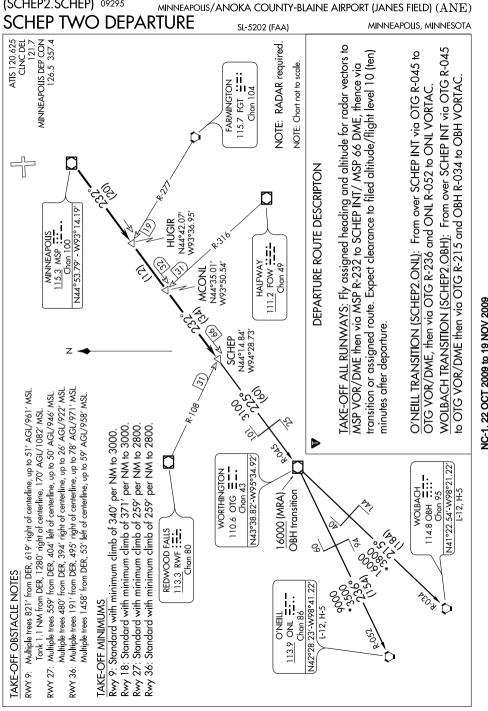






(RSI3.RSI) 08213 MINNEAPOLIS/ANOKA COUNTY-BLAINE AIRPORT (JANES FIELD) (ANE) ROCHESTER THREE DEPARTURE SL-5202 (FAA) MINNEAPOLIS, MINNESOTA ATIS 120.625 CLNC DEL 121.3 MINNEAPOUS DEP CON 126.5 357.4 **FARMINGTON** 115.7 FGT **ΞΞ**: Chan 104 N44°37.86′-W93°10.92′ **FOBUG** N44°25 33' W93°02.18' 4000 **DOKTR** N44°15.48′ W92°55.35′ HALFWAY CORDY 111.2 FOW :==: N44°07.42' Chan 49 24 W92°49.79′ ROCHESTER 112.0 RST :--Chan 57 N43°46.98′-W92°35.80′ TAKE-OFF MINIMUMS Rwy 9: Standard with minimum climb of 340' per NM to 3000. Rwy 18: Standard with minimum climb of 371' per NM to 3000. Rwy 27: Standard with minimum climb of 259' per NM to 2800. Rwy 36: Standard with minimum climb of 259' per NM to 2800. 9000 3500 168° (74) NOTE: RADAR required. WATERLOO NOTE: Chart not to scale. 112.2 ALO <u>:</u> Chan 59 N42°33.39′ W92°23.94′ TAKE-OFF OBSTACLE NOTES L-28. H-5 RWY 9: Multiple trees 821' from DER, 619' right of centerline, up to 51' AGL/961' MSL. Tank 1.1 NM from DER, 1280' right of centerline, 170' AGL/1082' MSL. RWY 27: Multiple trees 559' from DER, 404' left of centerline, up to 50' AGL/946' MSL. Multiple trees 480' from DER, 394' right of centerline, up to 26' AGL/922' MSL. RWY 36: Multiple trees 191' from DER, 495' right of centerline, up to 78' AGL/971' MSL. Multiple trees 1458' from DER, 53' left of centerline, up to 59' AGL/958' MSL. V DEPARTURE ROUTE DESCRIPTION TAKE-OFF ALL RUNWAYS: Fly assigned heading and altitude for radar vectors to FGT VORTAC then via FGT R-147 and RST R-329 to RST VOR/DME. Cross FOBUG INT/ FGT 14 DME at or above 4000, thence via transition or assigned route. Expect clearance to filed altitude/flight level 10 (ten) minutes after departure. WATERLOO TRANSITION (RST3.ALO): From over RST VOR/DME via RST R-168 and ALO R-347 to ALO VORTAC.

22 CT 2009 to 19 NOV 2009



(IWOLF.IWOLFI) 09071 TWOLF ONE ARRIVAL MINNEAPOLIS, MINNESOTA ST-264 (FAA) MINNEAPOLIS APP CON ANOKA COUNTY-BLAINE AIRPORT GOPHER 126.95 335.5 (JANES FIELD) 117.3 GEP :___. 118.72 (MSP RWY 35) Chan 120 CRYSTAL ST. PAUL DOWNTOWN ANOKA COUNTY ATIS 120.625 HOLMAN FIFLD CRYSTAL ATIS 124.475 FLYING CLOUD FLYING CLOUD ATIS 124.9 ♠ MINNEAPOLIS-ST. PAUL INTL/ MINNEAPOLIS ATIS WOLD CHAMBERLAIN 135.35 239.275 FLYING CLOUD R-174 ST. PAUL DOWNTOWN ATIS SLIKK 111.8 FCM **∷**-N44°47.90′ 118.35 Chan 55 W93°17.21′ N44°49.54′-W93°27.41 AIRI AKE **FARMINGTON** TRGET 115.7 FGT ::=: N44°13.88′-W93°27.73′ Chan 104 (36) VERTICAL NAVIGATION N44°37.86′-W93°10.93′ PLANNING INFORMATION **GDNEE** MSP: Expect clearance to cross at 11000'. N44°30.68' All other airports: Turbojet: Expect W93°15.97' clearance to cross at 8000'. PIKKL Turboprop: Expect clearance to N44°22.82' cross at 7000'. W93°21.49′ R-081 22 CT 2009 to 19 NOV 2009 62 MANKATO LYNKS 110.8 MKT **Ξ**₹ N44°06.89' Chan 45 W93°28.39' 84 **KGEEE** N43°44.94' W93°30.48' **TWOLF** N43°17.00′ W93°33.09′ Ego. FORT DODGE 113.5 FOD **∷**... Chan 82 N42°36.67′-W94°17.69′ TICKT NOTE: RADAR required. L-12, H-5 N42°53.71′ NOTE: DME required. W93°59.01' (NARRATIVE ON FOLLOWING PAGE) NOTE: Chart not to scale.

ARRIVAL DESCRIPTION

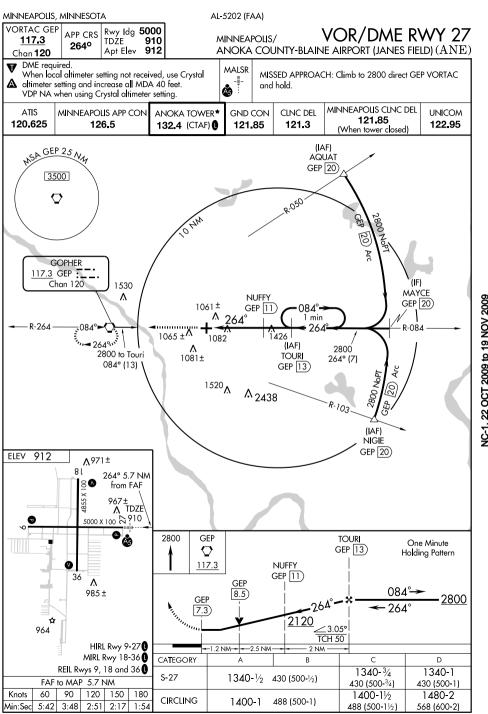
FORT DODGE TRANSITION (FOD.TWOLF1): From over FOD VORTAC via FOD R-032 to TWOLF Thence

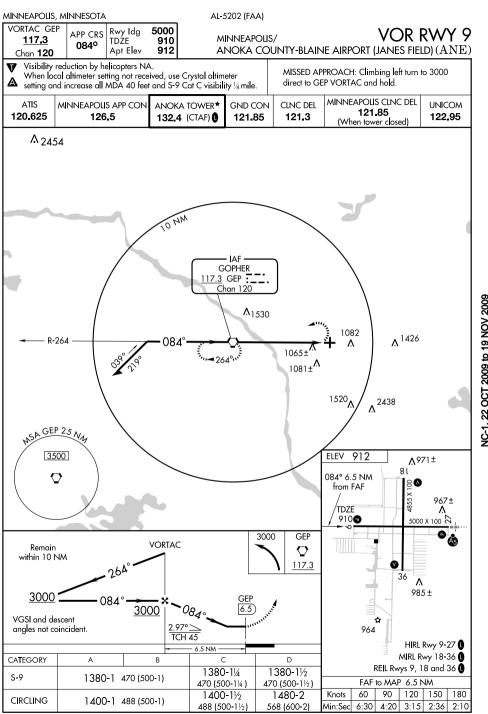
....From over TWOLF via GEP R-178 to KGEEE, then via GEP R-178 to TRGET INT, then via FGT R-201 to FGT VORTAC. Thence

LANDING MSP RWYS 12L/R: From over FGT VORTAC via FGT R-330 to SLIKK, thence via 300° heading for radar vectors to final approach course.

LANDING MSP RWYS 30L/R, 4, 22, 17, 35: Via radar vectors to final approach course.

ALL OTHER AIRPORTS: From over TRGET INT via FCM VOR/DME R-174 to FCM VOR/DME then expect radar vectors to final approach course.



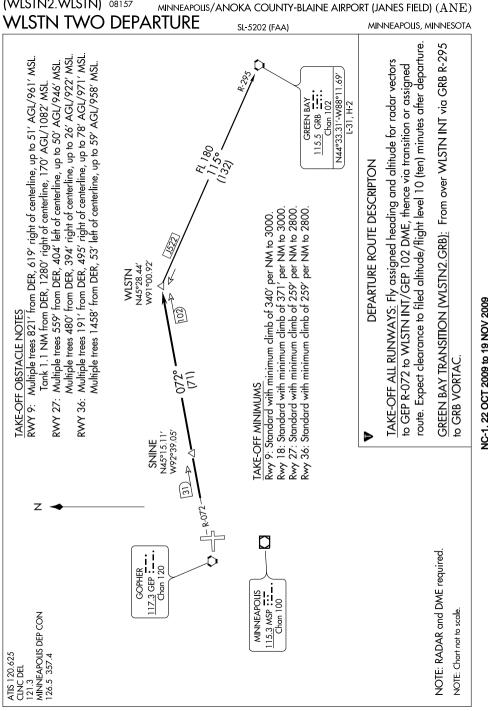


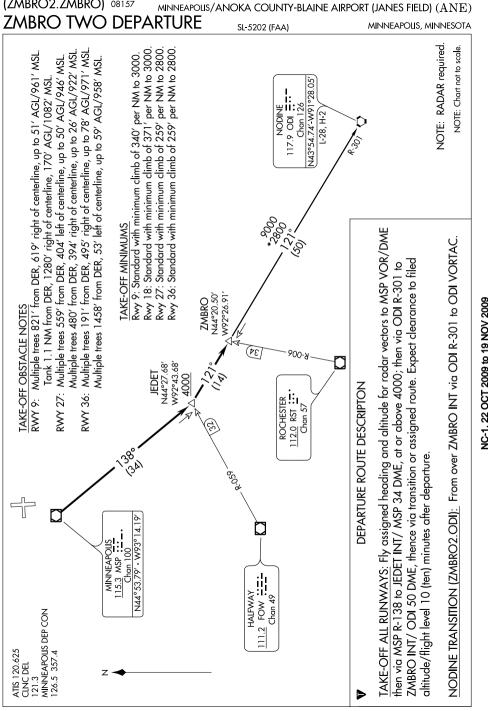
(UKN2.UKN) 08157 MINNEAPOLIS/ANOKA COUNTY-BLAINE AIRPORT (JANES FIELD) (ANE) WAUKON TWO DEPARTURE MINNEAPOLIS, MINNESOTA SI-5202 (FAA) ATIS 120.625 CLNC DEL 121.3 MINNEAPOLIS DEP CON 126.5 357.4 **FARMINGTON** 115.7 FGT **==**: Chan 104 N44°37.86′-W93°10.92′ HALFWAY SHUZE 111.2 FOW **∷=** N44°21.45′ Chan 49 W92°50.44′ WAUKON 116.6 UKN ::-Chan 113 N43°16.81′ W91°32.24′ TAKE-OFF MINIMUMS Rwy 9: Standard with minimum climb of 340' per NM to 3000. Rwy 18: Standard with minimum climb of 371' per NM to 3000. Rwy 27: Standard with minimum climb of 259' per NM to 2800. Rwy 36: Standard with minimum climb of 259' per NM to 2800. NOTE: RADAR required. NOTE: Chart not to scale. DUBUQUE 115.8 DBQ **Ξ∷:** Chan 105 N42°24.09′ W90°42.55 I-28. H-5 TAKE-OFF OBSTACLE NOTES RWY 9: Multiple trees 821' from DER, 619' right of centerline, up to 51' AGL/961' MSL. Tank 1.1 NM from DER, 1280' right of centerline, 170' AGL/1082' MSL. RWY 27: Multiple trees 559' from DER, 404' left of centerline, up to 50' AGL/946' MSL. Multiple trees 480' from DER, 394' right of centerline, up to 26' AGL/922' MSL. RWY 36: Multiple trees 191' from DER, 495' right of centerline, up to 78' AGL/971' MSL. Multiple trees 1458' from DER, 53' left of centerline, up to 59' AGL/958' MSL. V DEPARTURE ROUTE DESCRIPTON TAKE-OFF ALL RUNWAYS: Fly assigned heading and altitude for radar vectors to FGT VORTAC then via FGT R-132 and UKN R-314 to UKN VORTAC, thence via transition or assigned route. Expect clearance to filed altitude/flight level 10 (ten) minutes after departure.

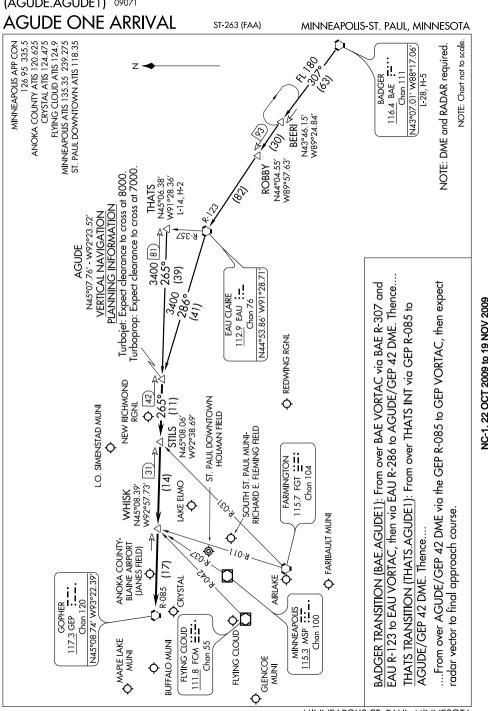
22 CT 2009 to 19 NOV 2009

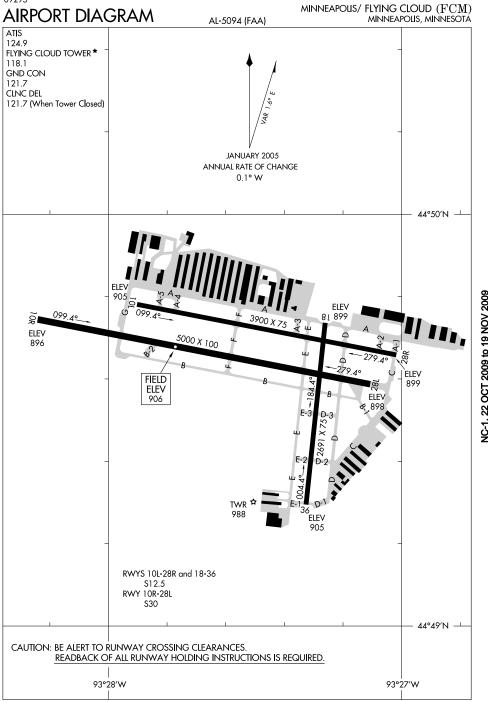
minutes after departure.

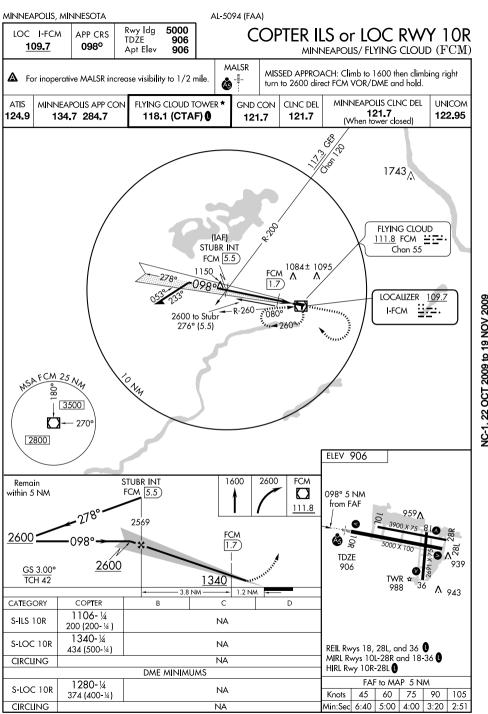
<u>DUBUQUE TRANSITION (UKN2.DBQ):</u> From over UKN VORTAC via UKN R-140 and DBQ R-322 to DBQ VORTAC.





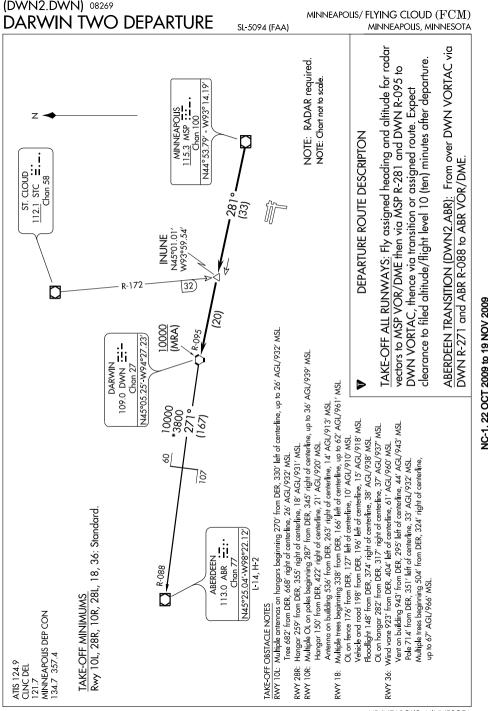


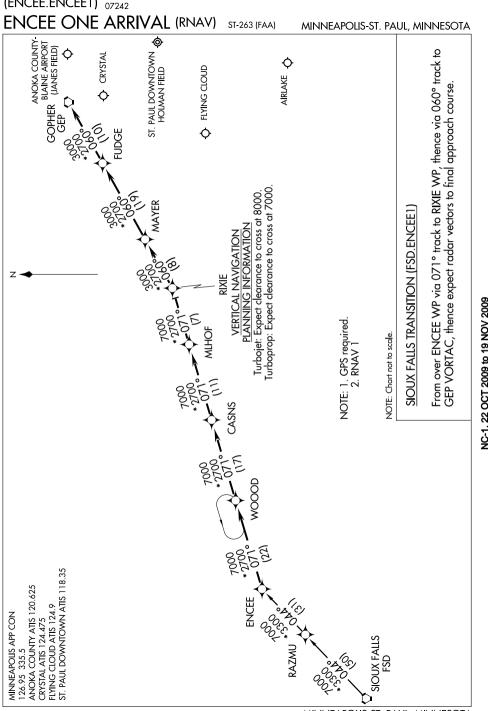


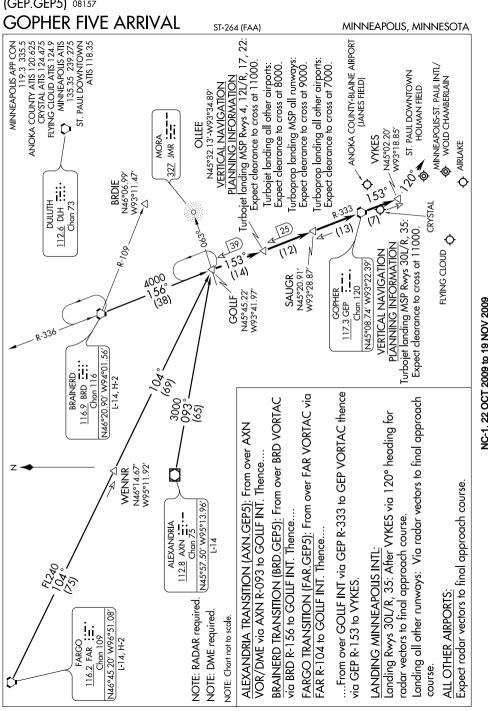


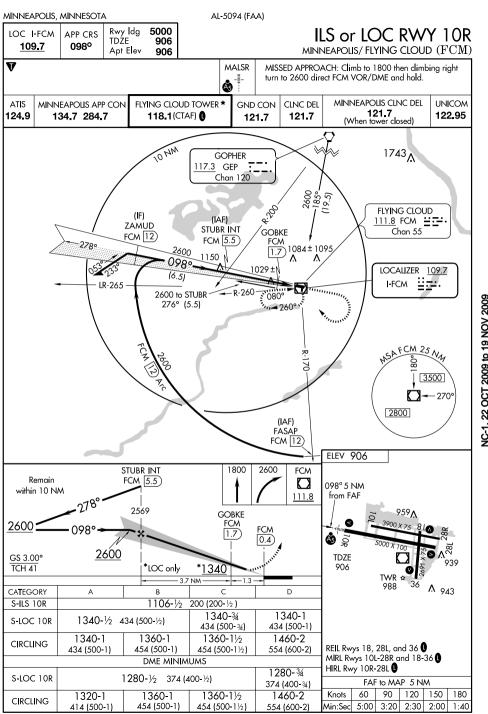
(COULT2.COULT) 08269 MINNEAPOLIS/ FLYING CLOUD (FCM) **COULT TWO DEPARTURE** SL-5094 (FAA) MINNEAPOLIS, MINNESOTA ATIS 124.9 CLNC DEL 121.7 MINNEAPOLIS DEP CON 134.7 357.4 **GOPHER EAU CLAIRE** 117.3 GEP :_ 112.9 EAU :-Chan 120 1100 40 TAXEE N44°42.15′ W92°29.56' FALLS 1 MOA COULT N44°33.40' R-6901A W92°12.51′ **LMFRY** N44°22.24′ W91°51.03′ TAKE-OFF MINIMUMS Rwy 10L, 28R, 10R, 28L, 18, 36; Standard, /6° 11031 R-6901B TAKE-OFF OBSTACLE NOTES RWY 10L: Multiple antennas on hangars beginning 270' from DER, 330' left of centerline, up to 26' AGL/932' MSL. Tree 682' from DER, 668' right of centerline, 26' AGL/932' MSL. RWY 28R: Hangar 259' from DER, 355' right of centerline, 18' AGL/931' MSL. RWY 10R: Multiple OL on poles beginning 287' from DER, 345' right of centerline, up to 36' AGL/939' MSL. Hangar 150' from DER, 422' right of centerline, 21' AGL/920' MSL. **DELLS** Antenna on building 536' from DER, 263' right of centerline, 14' AGL/913' MSL. 117.0 DLL :::: RWY 18: Multiple trees beginning 338' from DER, 166' left of centerline, up to 62' AGL/961' MSL. Chan 117 OL on fence 176' from DER, 127' left of centerline, 10' AGL/910' MSL. N43°33.05′-W89°45.82′ Vehicle and road 198' from DER, 196' left of centerline, 15' AGL/918' MSL. L-28, H-5 Floodlight 148' from DER, 374' right of centerline, 38' AGL/938' MSL. OL on hangar 282' from DER, 317' right of centerline, 37' AGL/937' MSL. RWY 36: Wind vane 923' from DER, 404' left of centerline, 61' AGL/960' MSL. Vent on building 943' from DER, 295' left of centerline, 44' AGL/943' MSL. Pole 714' from DER, 351' left of centerline, 33' AGL/932' MSL. Multiple trees beginning 504' from DER, 324' right of centerline, up to 67' AGL/966' MSL. NOTE: RADAR required. NOTE: Chart not to scale. V DEPARTURE ROUTE DESCRIPTON TAKE-OFF ALL RUNWAYS: Fly assigned heading and altitude for radar vectors to intercept GEP R-119 to COULT INT/GEP 61 DME, thence via transition or assigned route. Expect clearance to filed altitude/flight level 10 (ten) minutes after departure. DELLS TRANSITION (COULT2.DLL): From over COULT INT via GEP R-119 and DLL R-296 to DLL VORTAC

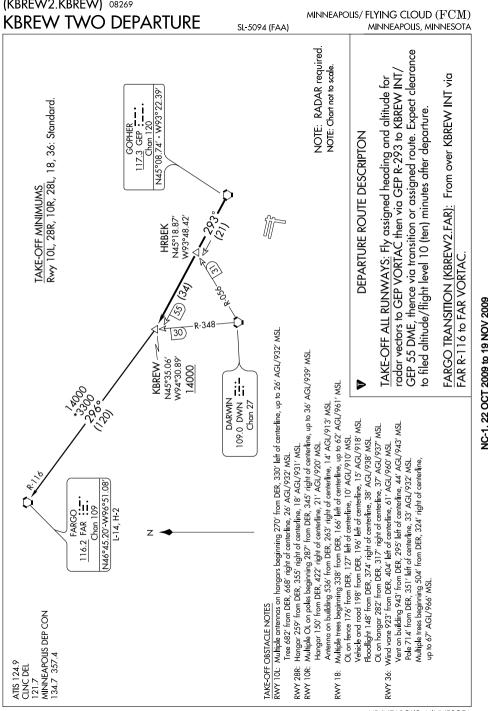
C-1 22 OCT 2009 to 19 NOV 2009

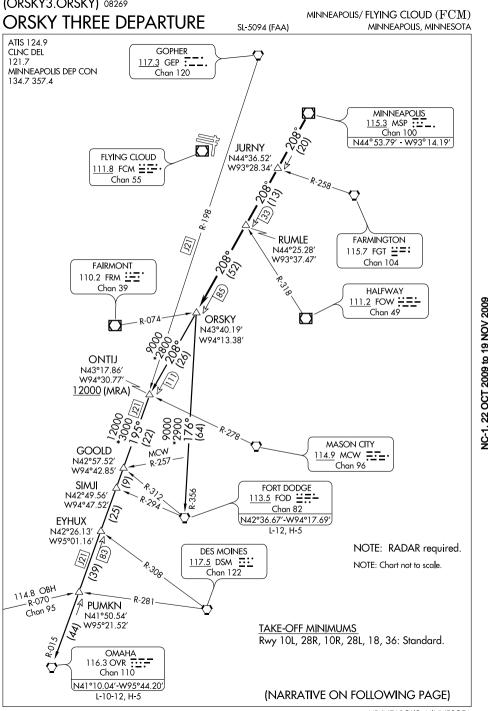












(ORSKY3.ORSKY) 08157 MINNEAPOLIS/ FLYING CLOUD (FCM) ORSKY THREE DEPARTURE SL-5094 (FAA)

MINNEAPOLIS, MINNESOTA

22 CT 2009 to 19 NOV 2009



DEPARTURE ROUTE DESCRIPTON

TAKE-OFF ALL RUNWAYS: Fly assigned heading and altitude for radar vectors to MSP VOR/DME then via MSP R-208 to ORSKY INT/MSP 85 DME, thence via transition or assigned route. Expect clearance to filed altitude/flight level 10 (ten) minutes after departure.

FORT DODGE TRANSITION (ORSKY3.FOD): From over ORSKY INT via FOD R-356 to FOD VORTAC.

OMAHA TRANSITION (ORSKY3.OVR): From over ORSKY INT via MSP R-208 to ONTIJ INT

TAKE-OFF OBSTACLE NOTES RWY 10L: Multiple antennas on hangars beginning 270' from DER, 330' left of centerline, up to 26' AGL/932' MSL.

then via OVR R-015 to OVR VORTAC.

Tree 682' from DER, 668' right of centerline, 26' AGL/932' MSL. RWY 28R: Hangar 259' from DER, 355' right of centerline, 18' AGL/931' MSL.

RWY 10R: Multiple OL on poles beginning 287' from DER, 345' right of centerline, up to 36' AGL/939' MSL.

Hangar 150' from DER, 422' right of centerline, 21' AGL/920' MSL.

Antenna on building 536' from DER, 263' right of centerline, 14' AGL/913' MSL.

RWY 18: Multiple trees beginning 338' from DER, 166' left of centerline, up to 62' AGL/961' MSL.

OL on fence 176' from DER, 127' left of centerline, 10' AGL/910' MSL.

Vehicle and road 198' from DER, 196' left of centerline, 15' AGL/918' MSL. Floodlight 148' from DER, 374' right of centerline, 38' AGL/938' MSL.

OL on hangar 282' from DER, 317' right of centerline, 37' AGL/937' MSL.

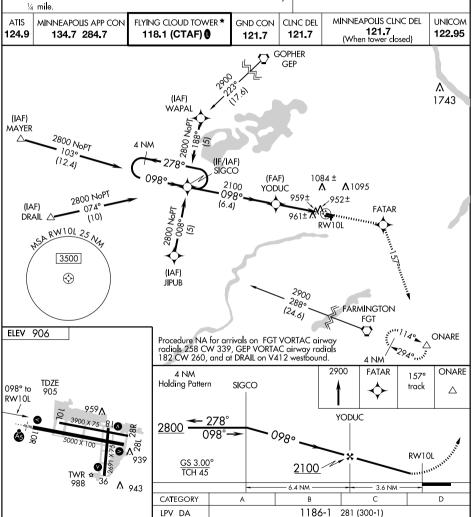
RWY 36: Wind vane 923' from DER, 404' left of centerline, 61' AGL/960' MSL. Vent on building 943' from DER, 295' left of centerline, 44' AGL/943' MSL.

Pole 714' from DER, 351' left of centerline, 33' AGL/932' MSL.

Multiple trees beginning 504' from DER, 324' right of centerline, up to 67' AGL/966' MSL.

v

A



1300-1

394 (400-1)

1229-11/4

1240-1

1360-1

454 (500-1)

324 (400-11/4)

335 (400-1)

1360-11/2

454 (500-1½)

1460-2

554 (600-2)

LPV DA LNAV/ DA

VNAV LNAV MDA

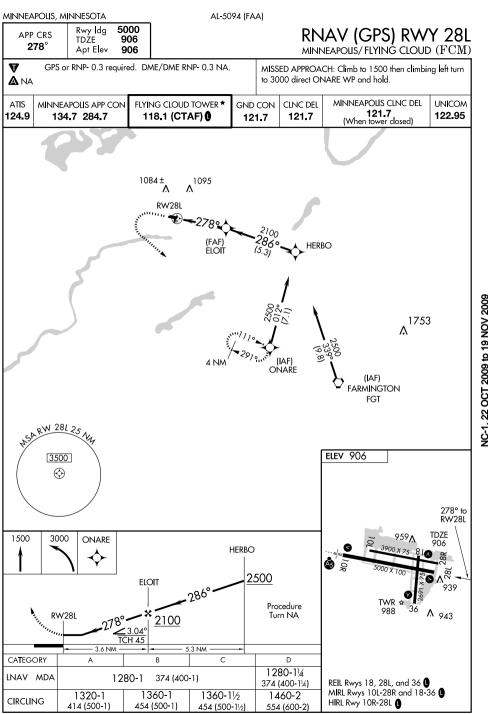
CIRCLING

REIL Rwys 18, 28L, and 36 **(**

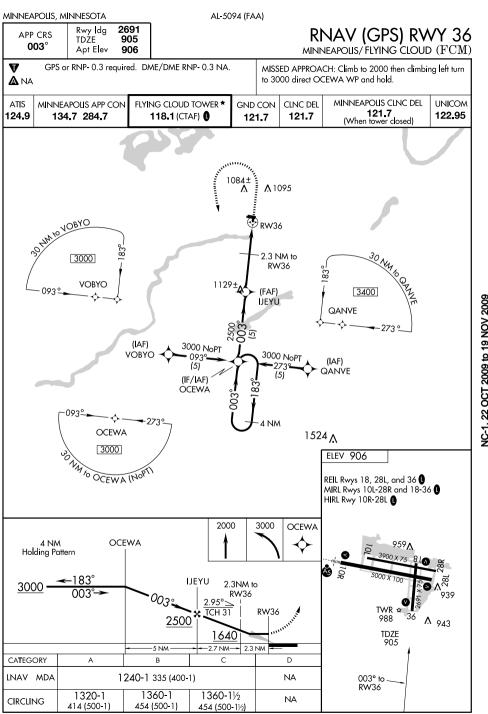
HIRL Rwy 10R-28L

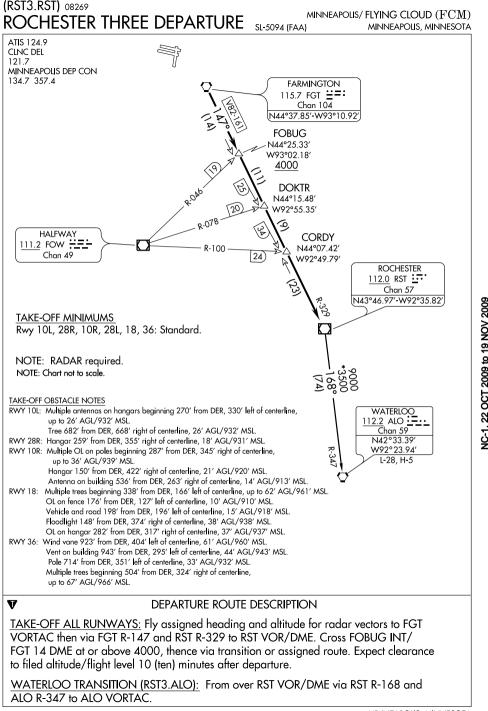
MIRL Rwys 10L-28R and 18-36

NC-1 22 OCT 2009 to 19 NOV 2009



MINNEAP	POLIS, MI	INNESOTA	4		AL-5	094 (FA	(A)			
WAA CH 99 ' W28	709 ^	PP CRS 278 °	Rwy Id TDZE Apt Ele	900					IAV (GPS) RWY 28F NEAPOLIS/FLYING CLOUD (FCM	
DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Minneapolis-St. Paul Intl/ Wold Chamberlain altimeter setting and increase all DA 34 feet and all MDA 40 feet and UNAV Cat D visibility ½ mile. Baro-VNAV NA when using Minneapolis-St Paul Intl/Wold Chamberlain altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4°F) or above 46°C (114°F).										
ATIS 124.9		POLIS APF . 7 284.		FLYING CLC 118.1 (C	OUD TOWER *		CON 1.7	CLNC DEL 121.7	MINNEAPOLIS CLNC DEL 121.7 (When tower closed) UNICOM 122.95	
										NC-1 22 OCT 2000 to 19 NOV 2000
2900 CATEGO LPV DA LNAV/ VNAV/	PRY A	/28R	F. S NM	B 1150-	100 3.4 NM	•	Proce Turn O GS 3 TCH	NA .00°	278° to RW28R 900 275° 8 10 28 900 275° 8 10 20 20 20 20 20 20 20 20 20 20 20 20 20	
****									_	
CIRCLIN	ıc	1300- 394 (400-		1240- 1360-1 454 (500-1	1360-	1½		60-2	REIL Rwys 18, 28L, and 36 () MIRL Rwys 10L-28R and 18-36 () HIRL Rwy 10R-28L ()	





MINNEAPOLIS/ FLYING CLOUD (FCM) **DEPARTURE** MINNEAPOLIS, MINNESOTA SL-5094 (FAA) ATIS 124.9 CLNC DEL MINNEAPOLIS DEP CON 121.7 134.7 357.4 AKE-OFF ALL RUNWAYS: Fly assigned heading and altitude for radar vectors to WOLBACH TRANSITION (SCHEP2.OBH): From over SCHEP INT via OTG R-045 O'NEILL TRANSITION (SCHEP2.ONL): From over SCHEP INT via OTG R-045 to transition or assigned route. Expect clearance to filed altitude/flight level 10 (ten) NOTE: RADAR required. MSP VOR/DME then via MSP R-232 to SCHEP INT/ MSP 66 DME, thence via 115.7 FGT === NOTE: Chart not to scale. o OTG VOR/DME then via OTG R-215 and OBH R-034 to OBH VORTAC. **FARMINGTON** OTG VOR/DME, then via OTG R-236 and ONL R-052 to ONL VORTAC. Chan 104 DEPARTURE ROUTE DESCRIPTON N44°53.79' - W93°14.19' W93°36.95' N44°42.07′ HUGIR MINNEAPOLIS Chan 100 111.2 FOW :==-HALFWAY N44°35.01′ Chan 49 W93°50.54' MCONI VO NC-1 22 OCT 2009 to 19 NOV 2009 minutes after departure. XWY 10L: Multiple antennas on hangars beginning 270' from DER, 330' left of centerline, up to 26' AGL/932' MSL. W94°28.73′ N44°14.84′ SCHEP REDWOOD FALLS 113.3 RWF :=: Chan 80 RWY 10R: Multiple OL on poles beginning 287' from DER, 345' right of centerline, up to 36' AGL/939' MSL , 00/s Multiple trees beginning 338' from DER, 166' left of centerline, up to 62' AGL/961' MSL. ,6₉ Antenna on building 536' from DER, 263' right of centerline, 14' AGL/913' MSL. Vehicle and road 198' from DER, 196' left of centerline, 15' AGL/918' MSL Vent on building 943' from DER, 295' left of centerline, 44' AGL/943' MSL OL on hangar 282' from DER, 317' right of centerline, 37' AGL/937' MSL. OL on fence 176' from DER, 127' left of centerline, 10' AGL/910' MSL. Floodlight 148' from DER, 374' right of centerline, 38' AGL/938' MSL Hangar 150' from DER, 422' right of centerline, 21' AGL/920' MSL Wind vane 923' from DER, 404' left of centerline, 61' AGL/960' MSL. Hangar 259' from DER, 355' right of centerline, 18' AGL/931' MSL N43°38.82′-W95°34.92′) Tree 682' from DER, 668' right of centerline, 26' AGL/932' MSL Multiple trees beginning 504' from DER, 324' right of centerline, Pole 714' from DER, 351' left of centerline, 33' AGL/932' MSL. N41°22.54′-W98°21.22′ 110.6 OTG ≡__ WORTHINGTON WOLBACH 114.8 OBH **≅∷** Chan 95 Chan 43 **OBH** transition 6000 (MRA) 10/ up to 67' AGL/966' MSL. N42°28.23′-W98°41.22′ 113.9 ONL ... TAKE-OFF MINIMUMS 28L, 18, 36: Standard. TAKE-OFF OBSTACLE NOTES L-12, H-5 Chan 86 Rwy 10L, 28R, 10R, O'NEIL RWY 18: **2WY 36**:

(IWOLF.IWOLFI) 09071 TWOLF ONE ARRIVAL MINNEAPOLIS, MINNESOTA ST-264 (FAA) MINNEAPOLIS APP CON ANOKA COUNTY-BLAINE AIRPORT GOPHER 126.95 335.5 (JANES FIELD) 117.3 GEP :___. 118.72 (MSP RWY 35) Chan 120 CRYSTAL ST. PAUL DOWNTOWN ANOKA COUNTY ATIS 120.625 HOLMAN FIFLD CRYSTAL ATIS 124.475 FLYING CLOUD FLYING CLOUD ATIS 124.9 ♠ MINNEAPOLIS-ST. PAUL INTL/ MINNEAPOLIS ATIS WOLD CHAMBERLAIN 135.35 239.275 FLYING CLOUD R-174 ST. PAUL DOWNTOWN ATIS SLIKK 111.8 FCM **∷**-N44°47.90′ 118.35 Chan 55 W93°17.21′ N44°49.54′-W93°27.41 AIRI AKE **FARMINGTON** TRGET 115.7 FGT ::=: N44°13.88′-W93°27.73′ Chan 104 (36) VERTICAL NAVIGATION N44°37.86′-W93°10.93′ PLANNING INFORMATION **GDNEE** MSP: Expect clearance to cross at 11000'. N44°30.68' All other airports: Turbojet: Expect W93°15.97' clearance to cross at 8000'. PIKKL Turboprop: Expect clearance to N44°22.82' cross at 7000'. W93°21.49′ R-081 22 CT 2009 to 19 NOV 2009 62 MANKATO LYNKS 110.8 MKT **Ξ**₹ N44°06.89' Chan 45 W93°28.39' 84 **KGEEE** N43°44.94' W93°30.48' **TWOLF** N43°17.00′ W93°33.09′ Ego. FORT DODGE 113.5 FOD **∷**... Chan 82 N42°36.67′-W94°17.69′ TICKT NOTE: RADAR required. L-12, H-5 N42°53.71′ NOTE: DME required. W93°59.01' (NARRATIVE ON FOLLOWING PAGE) NOTE: Chart not to scale.

ARRIVAL DESCRIPTION

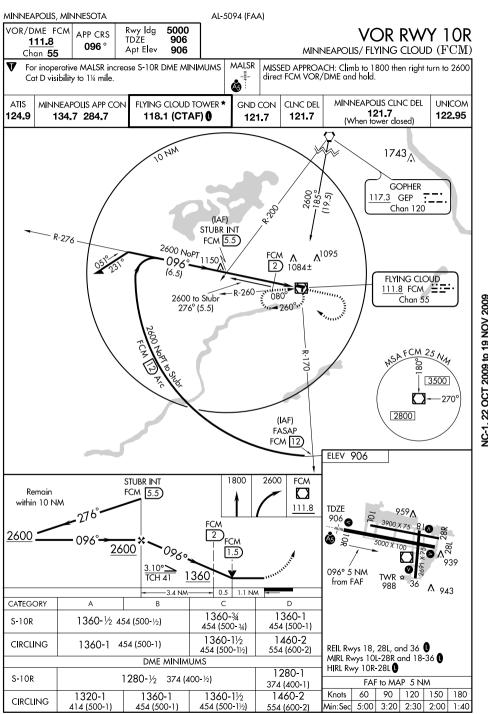
FORT DODGE TRANSITION (FOD.TWOLF1): From over FOD VORTAC via FOD R-032 to TWOLF Thence

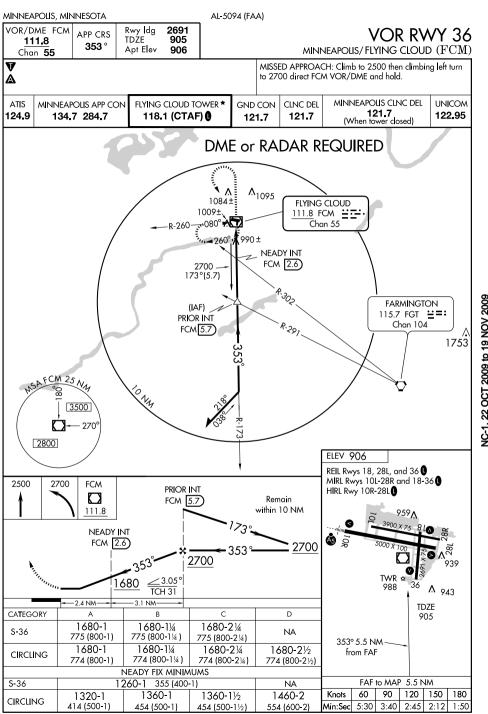
....From over TWOLF via GEP R-178 to KGEEE, then via GEP R-178 to TRGET INT, then via FGT R-201 to FGT VORTAC. Thence

LANDING MSP RWYS 12L/R: From over FGT VORTAC via FGT R-330 to SLIKK, thence via 300° heading for radar vectors to final approach course.

LANDING MSP RWYS 30L/R, 4, 22, 17, 35: Via radar vectors to final approach course.

ALL OTHER AIRPORTS: From over TRGET INT via FCM VOR/DME R-174 to FCM VOR/DME then expect radar vectors to final approach course.

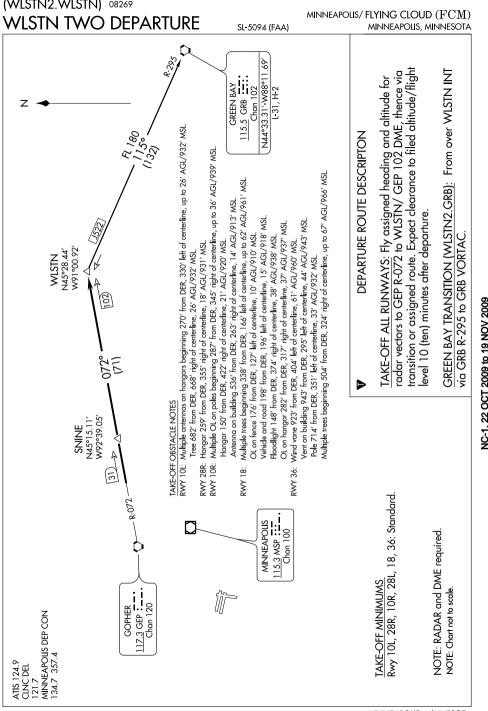


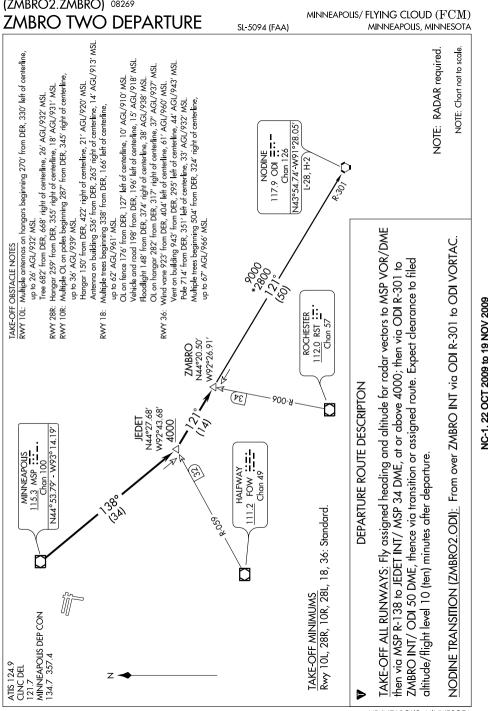


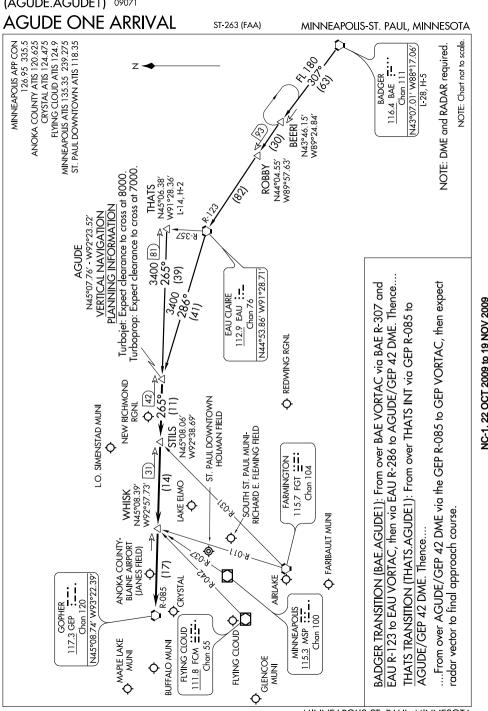
(UKN2.UKN) 08269 MINNEAPOLIS/ FLYING CLOUD (FCM) WAUKON TWO DEPARTURE SI-5094 (FAA) MINNEAPOLIS, MINNESOTA ATIS 124.9 CLNC DEL 1217 TAKE-OFF MINIMUMS MINNEAPOLIS DEP CON Rwy 10L, 28R, 10R, 28L, 18, 36: Standard. 134.7 357.4 **FARMINGTON** 115.7 FGT **≝≡**: Chan 104 N44°37.85′-W93°10.92′ **HALFWAY SHUZE** 111.2 FOW :=: N44°21.45′ Chan 49 W92°50.44′ WAUKON 116.6 UKN :: Chan 113 N43°16.81′ W91°32.24′ NOTE: RADAR required. NOTE: Chart not to scale TAKE-OFF OBSTACLE NOTES RWY 10L: Multiple antennas on hangars beginning 270' from DER, 330' left of centerline, up to 26' AGL/932' MSL. Tree 682' from DER, 668' right of centerline, 26' AGL/932' MSL. RWY 28R: Hangar 259' from DER, 355' right of centerline, 18' AGL/931' MSL. RWY 10R: Multiple OL on poles beginning 287' from DER, 345' right of centerline, up to 36' AGL/939' MSL. Hangar 150' from DER, 422' right of centerline, 21' AGL/920' MSL. Antenna on building 536' from DER, 263' right of centerline, 14' AGL/913' MSL. DUBUQUE RWY 18: Multiple trees beginning 338' from DER, 166' left of centerline, up to 62' AGL/961' MSL. 115.8 DBQ **Ξ**∷: OL on fence 176' from DER, 127' left of centerline, 10' AGL/910' MSL. Chan 105 Vehicle and road 198' from DER, 196' left of centerline, 15' AGL/918' MSL. N42°24.09′ W90°42.55′ Floodlight 148' from DER, 374' right of centerline, 38' AGL/938' MSL. L-28, H-5 OL on hangar 282' from DER, 317' right of centerline, 37' AGL/937' MSL. RWY 36: Wind vane 923' from DER, 404' left of centerline, 61' AGL/960' MSL. Vent on building 943' from DER, 295' left of centerline, 44' AGL/943' MSL. Pole 714' from DER, 351' left of centerline, 33' AGL/932' MSL. Multiple trees beginning 504' from DER, 324' right of centerline, up to 67' AGL/966' MSL. V DEPARTURE ROUTE DESCRIPTON TAKE-OFF ALL RUNWAYS: Fly assigned heading and altitude for radar vectors to FGT VORTAC then via FGT R-132 and UKN R-314 to UKN VORTAC, thence via transition or assigned route. Expect clearance to filed altitude/flight level 10 (ten) minutes after departure. DUBUQUE TRANSITION (UKN2.DBQ): From over UKN VORTAC via UKN R-140

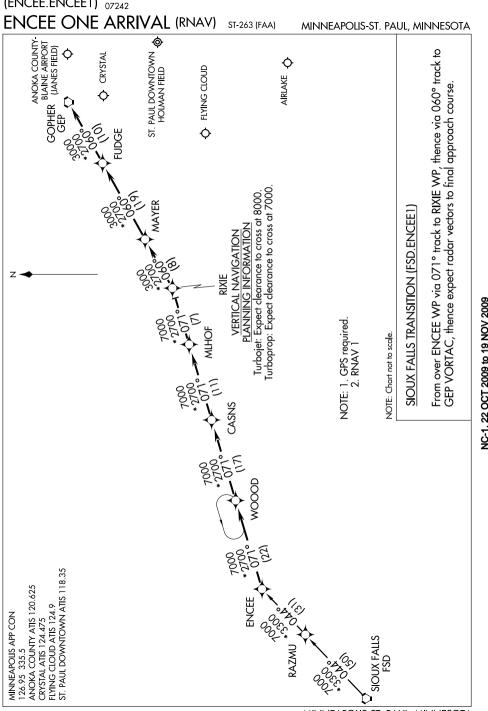
and DBQ R-322 to UKN VORTAC.

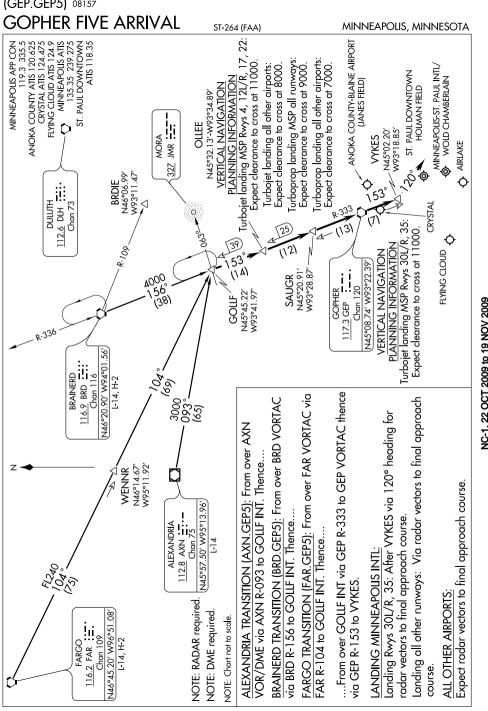
22 CT 2009 to 19 NOV 2009

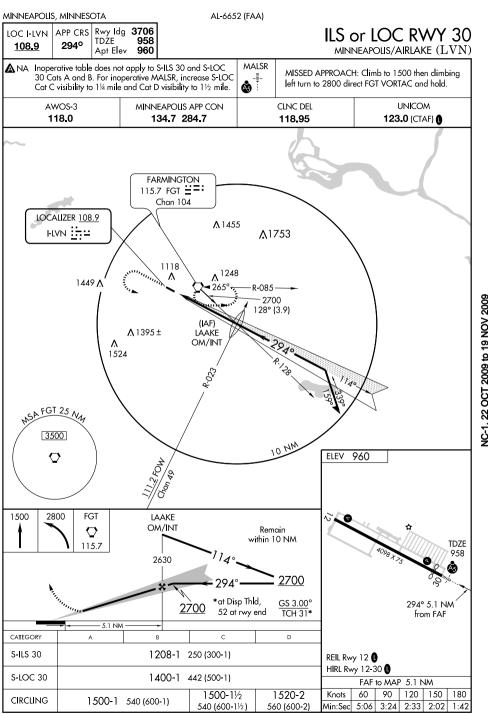












(IWOLF.IWOLFI) 09071 TWOLF ONE ARRIVAL MINNEAPOLIS, MINNESOTA ST-264 (FAA) MINNEAPOLIS APP CON ANOKA COUNTY-BLAINE AIRPORT GOPHER 126.95 335.5 (JANES FIELD) 117.3 GEP :___. 118.72 (MSP RWY 35) Chan 120 CRYSTAL ST. PAUL DOWNTOWN ANOKA COUNTY ATIS 120.625 HOLMAN FIFLD CRYSTAL ATIS 124.475 FLYING CLOUD FLYING CLOUD ATIS 124.9 ♠ MINNEAPOLIS-ST. PAUL INTL/ MINNEAPOLIS ATIS WOLD CHAMBERLAIN 135.35 239.275 FLYING CLOUD R-174 ST. PAUL DOWNTOWN ATIS SLIKK 111.8 FCM **ΞΞ**· N44°47.90′ 118.35 Chan 55 W93°17.21′ N44°49.54′-W93°27.41 AIRI AKE **FARMINGTON** TRGET 115.7 FGT ::=: N44°13.88′-W93°27.73′ Chan 104 (36) VERTICAL NAVIGATION N44°37.86′-W93°10.93′ PLANNING INFORMATION **GDNEE** MSP: Expect clearance to cross at 11000'. N44°30.68' All other airports: Turbojet: Expect W93°15.97' clearance to cross at 8000'. PIKKL Turboprop: Expect clearance to N44°22.82' cross at 7000'. W93°21.49′ R-081 22 CT 2009 to 19 NOV 2009 62 MANKATO LYNKS 110.8 MKT **Ξ**₹ N44°06.89' Chan 45 W93°28.39' 84 **KGEEE** N43°44.94' W93°30.48' **TWOLF** N43°17.00′ W93°33.09′ Ego. FORT DODGE 113.5 FOD **∷**... Chan 82 N42°36.67′-W94°17.69′ TICKT NOTE: RADAR required. L-12, H-5 N42°53.71′ NOTE: DME required. W93°59.01' (NARRATIVE ON FOLLOWING PAGE) NOTE: Chart not to scale.

ARRIVAL DESCRIPTION

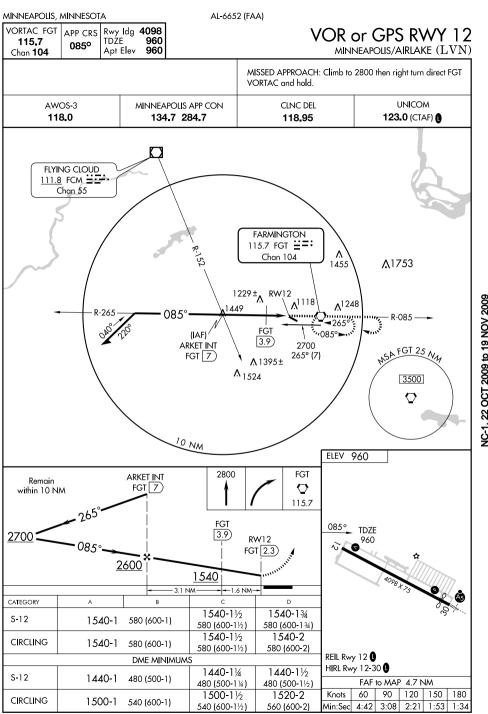
FORT DODGE TRANSITION (FOD.TWOLF1): From over FOD VORTAC via FOD R-032 to TWOLF Thence

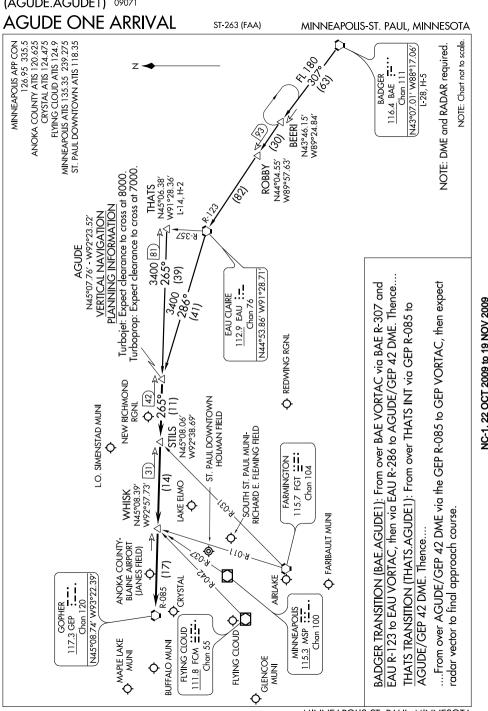
....From over TWOLF via GEP R-178 to KGEEE, then via GEP R-178 to TRGET INT, then via FGT R-201 to FGT VORTAC. Thence

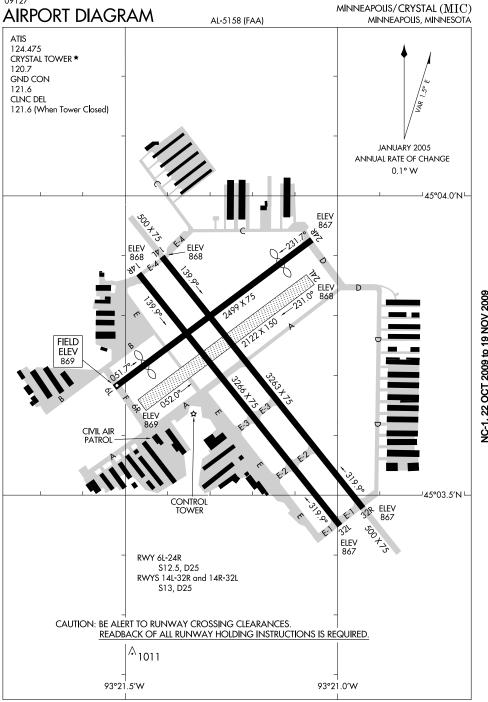
LANDING MSP RWYS 12L/R: From over FGT VORTAC via FGT R-330 to SLIKK, thence via 300° heading for radar vectors to final approach course.

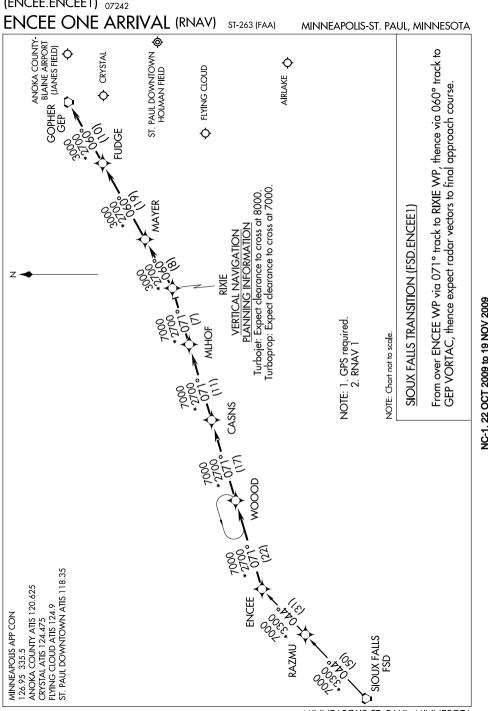
LANDING MSP RWYS 30L/R, 4, 22, 17, 35: Via radar vectors to final approach course.

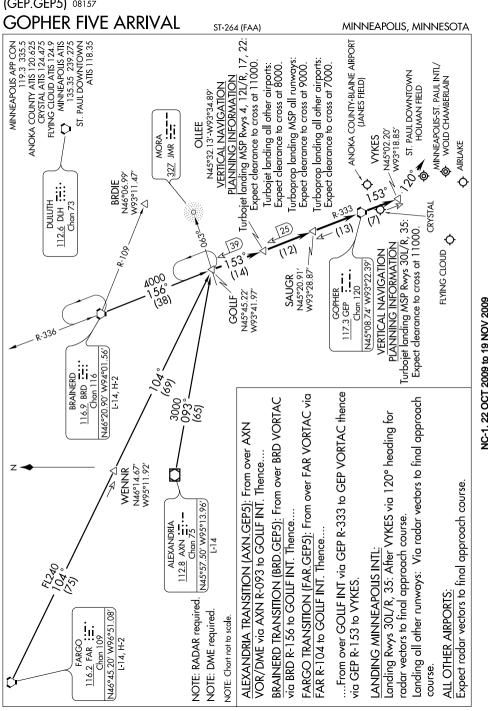
ALL OTHER AIRPORTS: From over TRGET INT via FCM VOR/DME R-174 to FCM VOR/DME then expect radar vectors to final approach course.

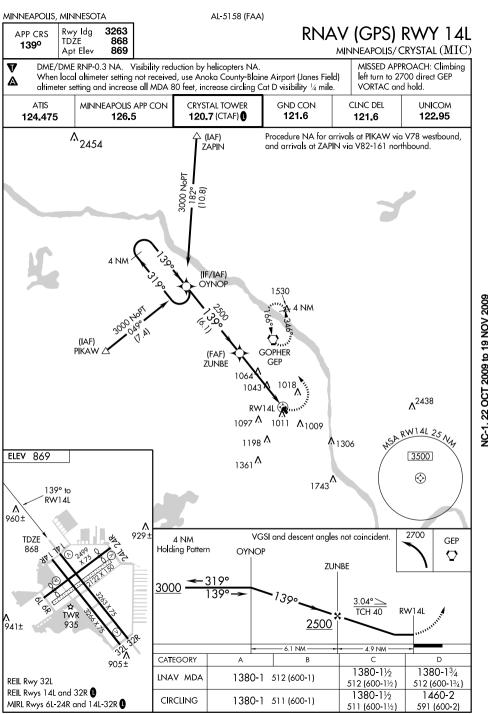












(IWOLF.IWOLFI) 09071 TWOLF ONE ARRIVAL MINNEAPOLIS, MINNESOTA ST-264 (FAA) MINNEAPOLIS APP CON ANOKA COUNTY-BLAINE AIRPORT GOPHER 126.95 335.5 (JANES FIELD) 117.3 GEP :___. 118.72 (MSP RWY 35) Chan 120 CRYSTAL ST. PAUL DOWNTOWN ANOKA COUNTY ATIS 120.625 HOLMAN FIFLD CRYSTAL ATIS 124.475 FLYING CLOUD FLYING CLOUD ATIS 124.9 ♠ MINNEAPOLIS-ST. PAUL INTL/ MINNEAPOLIS ATIS WOLD CHAMBERLAIN 135.35 239.275 FLYING CLOUD R-174 ST. PAUL DOWNTOWN ATIS SLIKK 111.8 FCM **ΞΞ**· N44°47.90′ 118.35 Chan 55 W93°17.21′ N44°49.54′-W93°27.41 AIRI AKE **FARMINGTON** TRGET 115.7 FGT ::=: N44°13.88′-W93°27.73′ Chan 104 (36) VERTICAL NAVIGATION N44°37.86′-W93°10.93′ PLANNING INFORMATION **GDNEE** MSP: Expect clearance to cross at 11000'. N44°30.68' All other airports: Turbojet: Expect W93°15.97' clearance to cross at 8000'. PIKKL Turboprop: Expect clearance to N44°22.82' cross at 7000'. W93°21.49′ R-081 22 CT 2009 to 19 NOV 2009 62 MANKATO LYNKS 110.8 MKT **Ξ**₹ N44°06.89' Chan 45 W93°28.39' 84 **KGEEE** N43°44.94' W93°30.48' **TWOLF** N43°17.00′ W93°33.09′ Ego. FORT DODGE 113.5 FOD **∷**... Chan 82 N42°36.67′-W94°17.69′ TICKT NOTE: RADAR required. L-12, H-5 N42°53.71′ NOTE: DME required. W93°59.01' (NARRATIVE ON FOLLOWING PAGE) NOTE: Chart not to scale.

ARRIVAL DESCRIPTION

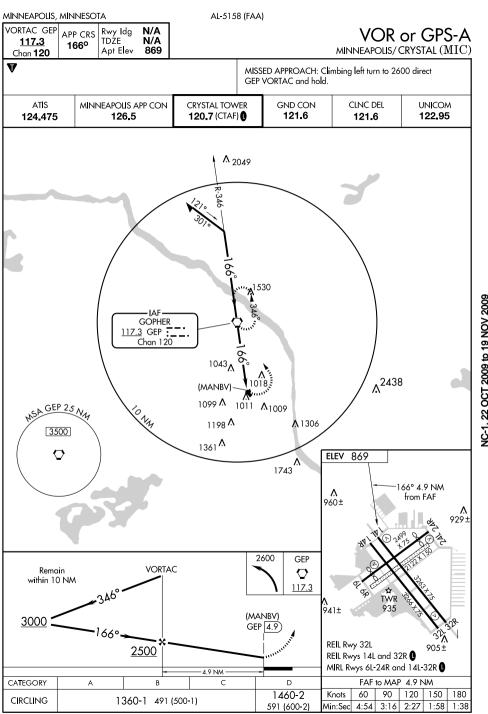
FORT DODGE TRANSITION (FOD.TWOLF1): From over FOD VORTAC via FOD R-032 to TWOLF Thence

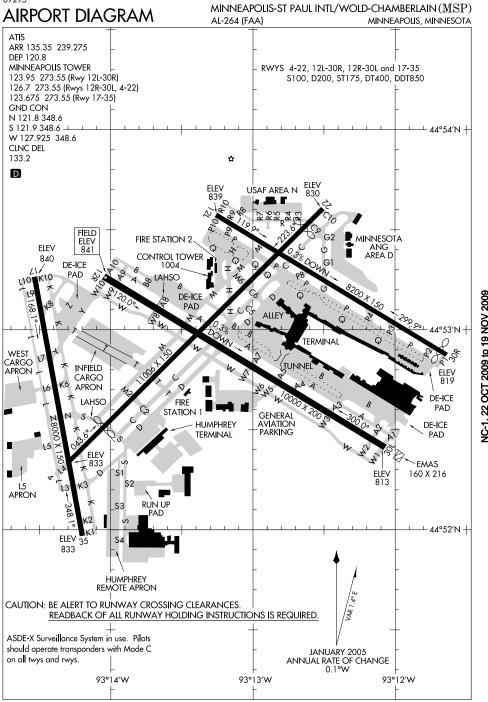
....From over TWOLF via GEP R-178 to KGEEE, then via GEP R-178 to TRGET INT, then via FGT R-201 to FGT VORTAC. Thence

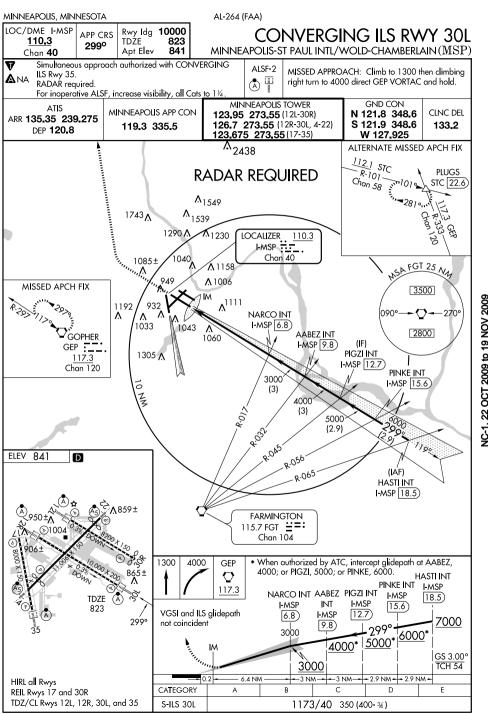
LANDING MSP RWYS 12L/R: From over FGT VORTAC via FGT R-330 to SLIKK, thence via 300° heading for radar vectors to final approach course.

LANDING MSP RWYS 30L/R, 4, 22, 17, 35: Via radar vectors to final approach course.

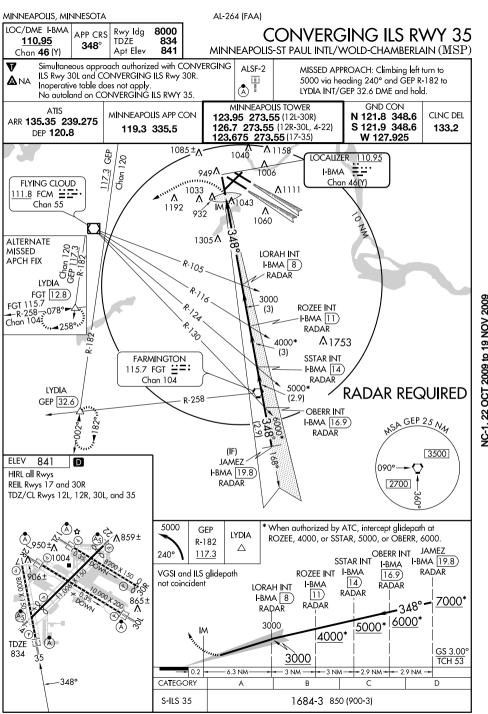
ALL OTHER AIRPORTS: From over TRGET INT via FCM VOR/DME R-174 to FCM VOR/DME then expect radar vectors to final approach course.

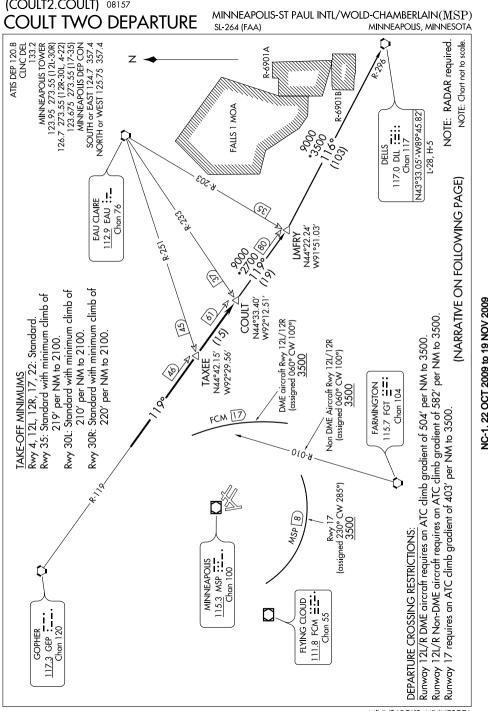






MINNEAPOLIS, MINNESOTA AL-264 (FAA) LOC/DME I-INN 8000 Rwy Ida CONVERGING ILS RWY 30R APP CRS 110,7 TDŹE 823 2990 Apt Elev MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP) 841 Chan 44 V Simultaneous approach authorized with CONVERGING MISSED APPROACH: Climbing right turn to 4000 via heading ILS Rwy 35. 040° and GEP VORTAC R-085 to WHISK INT/17.5 DME \mathbf{A} NA Radar required. and hold MINNEAPOLIS TOWER GND CON ATIS MINNEAPOLIS APP CON CLNC DEL 123.95 273.55 (12L-30R) N 121.8 348.6 ARR 135.35 239.275 126.7 273.55 (12R-30L, 4-22) S 121.9 348.6 119.3 335.5 133.2 DFP 120.8 123,675 273,55 (17-35) W 127 925 MISSED APCH FIX RADAR REQUIRED ...085°**►**... 117.3 GEP ن نخ 265° د R-085 1549 Chan 120 10 NM 1₁₅₃₉ 1743 A WHISK **∧**1230 290 GEP 17.5 110.7 LOCALIZER 1040 Λ^{1158} 1085 ±∧ I-INN Chan 44 Λ 1006 949 932 A 1192 **^** SAMMZ INT 20 C T 2009 to 19 NOV 2009 M₁₀₄₃ I-INN 1033 1065± 1150±9.7 (IF) ALTERNATE MISSED 1060 APCH FIX **BONNA INT** 1305 A HNN 12.7 JACKO INT 117.3 GEP HNN (6.7) WULAM INT R-085 I-INN 15.6 (IAF) RADAR Chan 120 **GROVZ INT** I-INN 18.5 * 4000 WHISK (3) FGT (32) *5000 4000 R.OAA (2.9)R-055 1753 1753 R-06A NSA GEP 25 Ny ELEV 841 D 3500 0909 **∧**859± **FARMINGTON** 2700 115.7 FGT ::=: **TDZE** Chan 104 823 4000 * When authorized by ATC, intercept glidepath **GEP** WHISK GROVZ at SAMMZ, 4000; or BONNA, 5000; or R-085 Δ WULAM, 6000. INT WULAM 117.3 040° **BONNA** I-INN INT SAMMZ INT 18.5 VGSI and ILS glidepath HNN JACKO INT INT 299° I-INN not coincident 15.6 I-INN I-INN (6.7) 12.7 9.7 7000 35 299° 6000* 3000 5000* 4000* GS 3.00° 3000 TCH 55 - 3 NM -2.9 NM - 2.9 NM-6.5 NM 3 NM HIRL all Rwys REIL Rwys 17 and 30R CATEGORY Α Е TDZ/CL Rwys 12L, 12R, 30L, and 35 S-ILS 30R 1273-1½ 450 (500-11/2)





(COULT2.COULT) 08157 MINNEAPOLIS-ST. PAUL INTL/WOLD-CHAMBERLAIN (MSP) **COULT TWO DEPARTURE**

SL-264 (FAA)

MINNEAPOLIS, MINNESOTA

77

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF ALL RUNWAYS: Fly assigned heading for radar vectors to intercept GEP R-119 to

COULT INT/GEP 61 DME. Turbojet aircraft maintain 7000 or lower assigned altitude, all other aircraft maintain 5000 or lower assigned altitude.

DME EQUIPPED AIRCRAFT RWY 12L/12R DEPARTURES: Initially assigned heading 060° clockwise to 100°, cross FCM 17 DME at or above 3500, maintain assigned altitude. If unable to comply, advise

ATC as soon as possible prior to departure. Thence. . . .

TAKE-OFF RUNWAY 17: Initially assigned heading 230° clockwise to 285° cross MSP 8 DME at or above 3500, maintain assigned altitude. If unable to comply, advise ATC as soon as possible prior to departure. Thence. . . .

NON DME EQUIPPED AIRCRAFT RWY 12L/12R DEPARTURES: Initially assigned heading 060° clockwise to 100°: cross FGT R-010 at or above 3500, maintain assigned altitude. If unable to comply, advise ATC as soon as possible prior to departure. Thence. . . .

TAKE-OFF RUNWAYS 4, 22, 30L/30R, 35: Initially assigned heading. Thence.via transition or assigned route. Expect clearance to filed altitude/flight level 10 (ten) minutes after

departure. DELLS TRANSITION (COULT2.DLL): From over COULT INT via GEP R-119 and DLL R-296 to DLL VORTAC.

TAKE-OFF OBSTACLE NOTES RWY 4: Multiple trees beginning 800' from DER, 264' left of centerline, up to 75' AGL/921' MSL.

Rod on building 2528' from DER, 1175' left of centerline, 78' AGL/922' MSL. Fence 803' from DER, 585' left of centerline, 15' AGL/860' MSL. Antenna on OL building 456' from DER, 319' left of centerline, 13' AGL/850' MSL.

Light poles 1932' from DER, 718' left of centerline, 45' AGL/885' MSL. Stack 4535' from DER, 481' left of centerline, 139' AGL/949' MSL. RWY 22: Tree 2906' from DER, 833' right of centerline, 94' AGL/934' MSL. Hopper 1716' from DER, 456' left of centerline, 48' AGL/888' MSL.

RWY 17: Antenna 1272' from DER, 562' right of centerline, 57' AGL/891' MSL. Pole 409' from DER, 530' right of centerline, 29' AGL/866' MSL.

Wind direction indicator on building 2619' from DER, 881' left of centerline, 97' AGL/918' MSL. Building 2619' from DER, 859' left of centerline, 84' AGL/905' MSL Light 1176' from DER, 291' right of centerline, 11' AGL/875' MSL.

Tree 2619' from DER, on centerline, 79' AGL/900' MSL. RWY 30L: Multiple trees beginning 1113' from DER, 701' left of centerline, up to 80' AGL/919' MSL. Tree 1230' from DER, 633' right of centerline, 30' AGL/877' MSL.

Ground 28' from DER, 490' right of centerline 0' AGL/844' MSL. RWY 30R: Building 1056' from DER, 198' left of centerline, 13' AGL/853' MSL. Multiple trees beginning 3010' from DER, 334' left of centerline, up to 94' AGL/940' MSL.

Light pole 1849' from DER, 698' right of centerline, 17' AGL/871' MSL.

Fence 1327' from DER, 667' right of centerline, 8' AGL/857' MSL. Tree 3703' from DER, 350' right of centerline, 67' AGL/914' MSL. Rod on pole 3143' from DER, 47' right of centerline, 38' AGL/898' MSL.

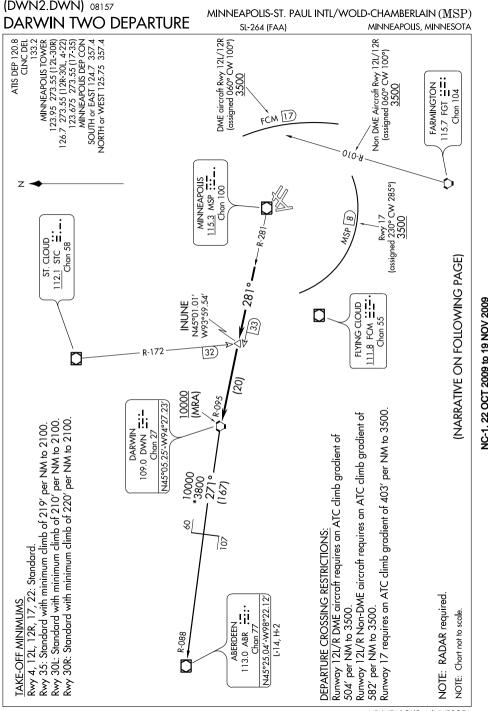
RWY 35: Tree 175' from DER, 398' right of centerline, 73' AGL/883' MSL. Multiple trees beginning 1989' from DER, 351' left of centerline, up to 65' AGL/902' MSL.

Multiple buildings beginning 5.5 NM from DER, 1787' left of centerline, up to 811' AGL/1743' MSL. RWY 12R: Multiple trees beginning 1477' from DER, 407' left of centerline, up to 86' AGL/851' MSL.

Multiple trees beginning 1426' from DER, 124' right of centerline, up to 111' AGL/847' MSL. Light pole 1408' from DER, 746' right of centerline, 85' AGL/843' MSL. Radar reflector 983' from DER, 32' left of centerline, 15' AGL/829' MSL.

Pipe on building, 826' from DER, 576' left of centerline, 10' AGL/825' MSL. OL on LOC 766' from DER, on centerline, 7' AGL/821' MSL.

NC-1 22 OCT 2009 to 19 NOV 2009



(DWN2.DWN) 08157 MINNEAPOLIS-ST. PAUL INTL/WOLD-CHAMBERLAIN (MSP)DARWIN TWO DEPARTURE SL-264 (FAA) MINNEAPOLIS, MINNESOTA

v

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF ALL RUNWAYS: Fly assigned heading for radar vectors to intercept MSP R-281 and DWN R-095 to DWN VORTAC. Turbojet aircraft maintain 7000 or lower assigned altitude, all other

aircraft maintain 5000 or lower assigned altitude. DME EQUIPPED AIRCRAFT RWY 12L/12R DEPARTURES: Initially assigned heading 060° clockwise to

100°, cross FCM 17 DME at or above 3500, maintain assigned altitude. If unable to comply, advise ATC as soon as possible prior to departure. Thence. . . . TAKE-OFF RUNWAY 17: Initially assigned heading 230° clockwise to 285° cross MSP 8 DME

at or above 3500, maintain assigned altitude. If unable to comply, advise ATC as soon as possible prior to departure. Thence... NON DME EQUIPPED AIRCRAFT RWY 12L/12R DEPARTURES: Initially assigned heading 060° clockwise to 100°, cross FGT R-010 at or above 3500, maintain assigned allitude. If unable to comply,

TAKE-OFF RUNWAYS 4, 22, 30L/R, 35: Initially assigned heading, thence. via transition or assigned route. Expect clearance to filed altitude/flight level 10 (ten) minutes after

departure.

ABERDEEN TRANSITION (DWN2.ABR): From over DWN VORTAC via DWN R-271 and ABR R-088 to ABR VORTAC.

TAKE-OFF OBSTACLE NOTES

RWY 4: Multiple trees beginning 800' from DER, 264' left of centerline, up to 75' AGL/921' MSL. Rod on building 2528' from DER, 1175' left of centerline, 78' AGL/922' MSL.

Fence 803' from DER, 585' left of centerline, 15' AGL/860' MSL. Antenna on OL building 456' from DER, 319' left of centerline, 13' AGL/850' MSL. Light poles 1932' from DER, 718' left of centerline, 45' AGL/885' MSL.

Stack 4535' from DER, 481' left of centerline, 139' AGL/949' MSL. RWY 22: Tree 2906' from DER, 833' right of centerline, 94' AGL/934' MSL. Hopper 1716' from DER, 456' left of centerline, 48' AGL/888' MSL.

advise ATC as soon as possible prior to departure. Thence. . . .

RWY 17: Antenna 1272' from DER, 562' right of centerline, 57' AGL/891' MSL. Pole 409' from DER, 530' right of centerline, 29' AGL/866' MSL.

Wind direction indicator on building 2619' from DER, 881' left of centerline, 97' AGL/918' MSL. Building 2619' from DER, 859' left of centerline, 84' AGL/905' MSL Light 1176' from DER, 291' right of centerline, 11' AGL/875' MSL.

Tree 2619' from DER, on centerline, 79' AGL/900' MSL. RWY 30L: Multiple trees beginning 1113' from DER, 701' left of centerline, up to 80' AGL/919' MSL.

Tree 1230' from DER, 633' right of centerline, 30' AGL/877' MSL. Ground 28' from DER, 490' right of centerline 0' AGL/844' MSL. RWY 30R: Building 1056' from DER, 198' left of centerline, 13' AGL/853' MSL.

Multiple trees beginning 3010' from DER, 334' left of centerline, up to 94' AGL/940' MSL.

Light pole 1849' from DER, 698' right of centerline, 17' AGL/871' MSL. Fence 1327' from DER, 667' right of centerline, 8' AGL/857' MSL. Tree 3703' from DER, 350' right of centerline, 67' AGL/914' MSL.

Rod on pole 3143' from DER, 47' right of centerline, 38' AGL/898' MSL. RWY 35: Tree 175' from DER, 398' right of centerline, 73' AGL/883' MSL.

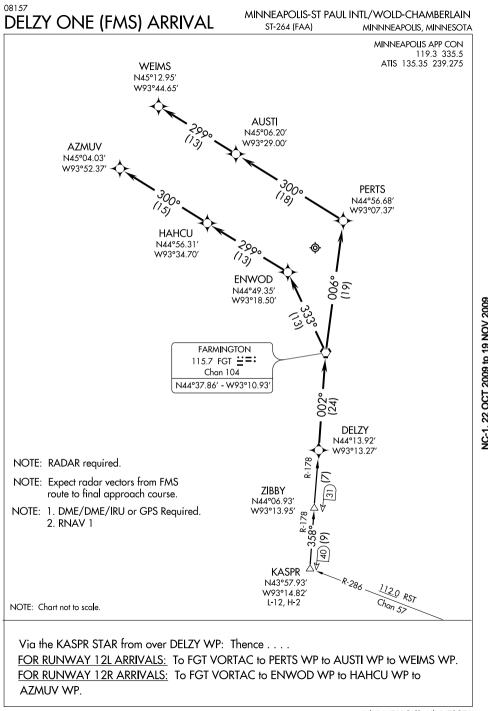
Multiple trees beginning 1989' from DER, 351' left of centerline, up to 65' AGL/902' MSL. Multiple buildings beginning 5.5 NM from DER, 1787' left of centerline, up to 811' AGL/1743' MSL.

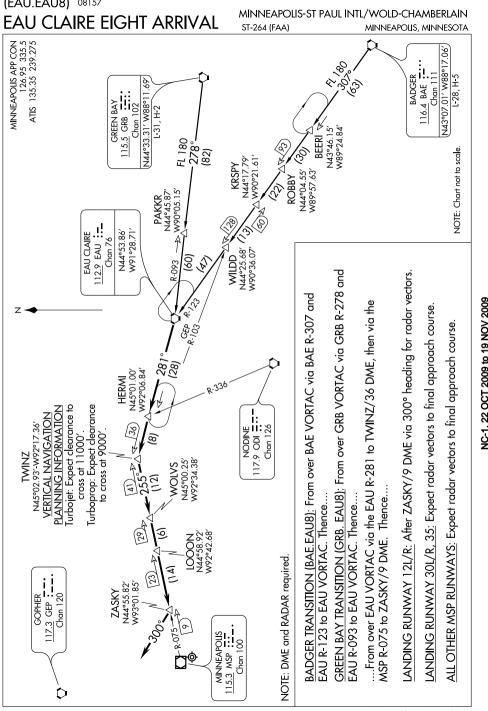
RWY 12R: Multiple trees beginning 1477' from DER, 407' left of centerline, up to 86' AGL/851' MSL. Multiple trees beginning 1426' from DER, 124' right of centerline, up to 111' AGL/847' MSL.

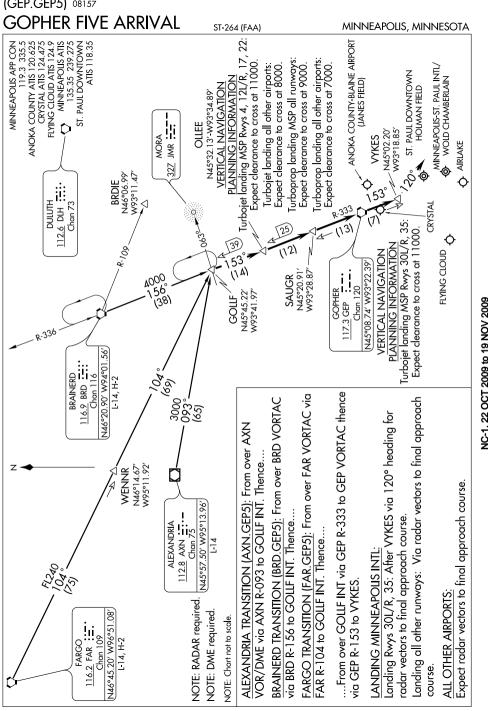
Radar reflector 983' from DER, 32' left of centerline, 15' AGL/829' MSL. Pipe on building, 826' from DER, 576' left of centerline, 10' AGL/825' MSL. OL on LOC 766' from DER, on centerline, 7' AGL/821' MSL.

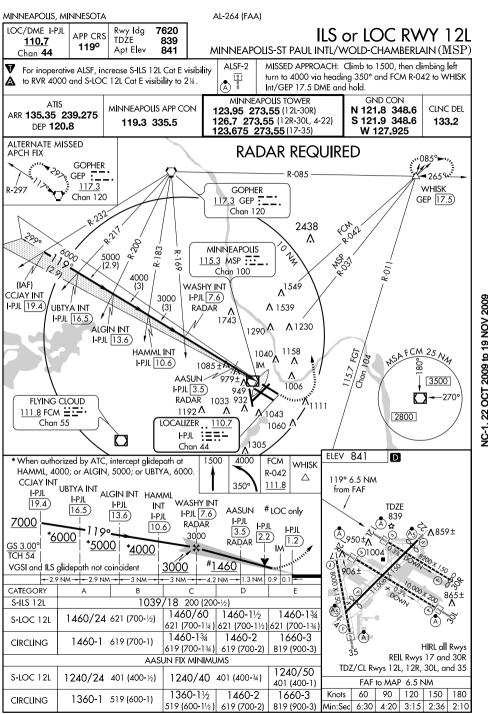
Light pole 1408' from DER, 746' right of centerline, 85' AGL/843' MSL.

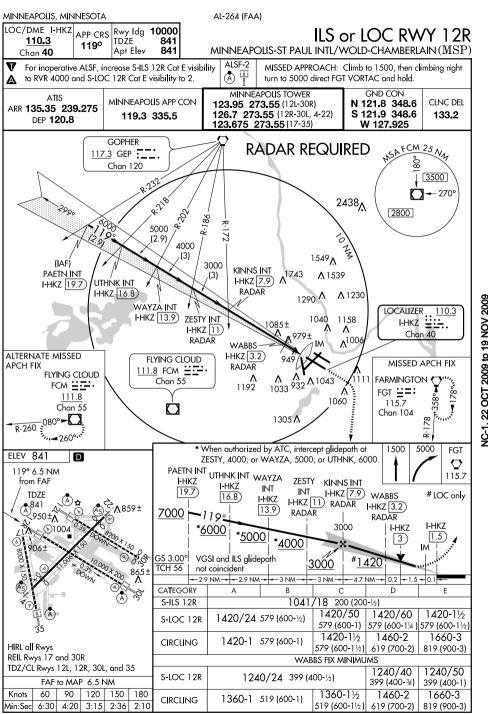
NC-1 22 OCT 2009 to 19 NOV 2009

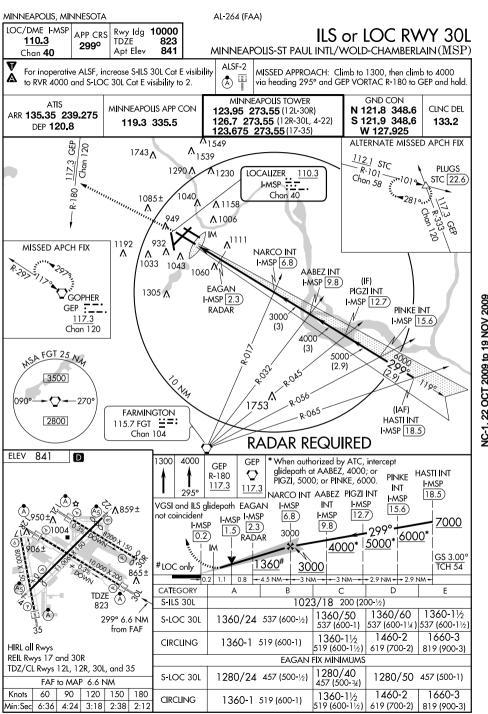


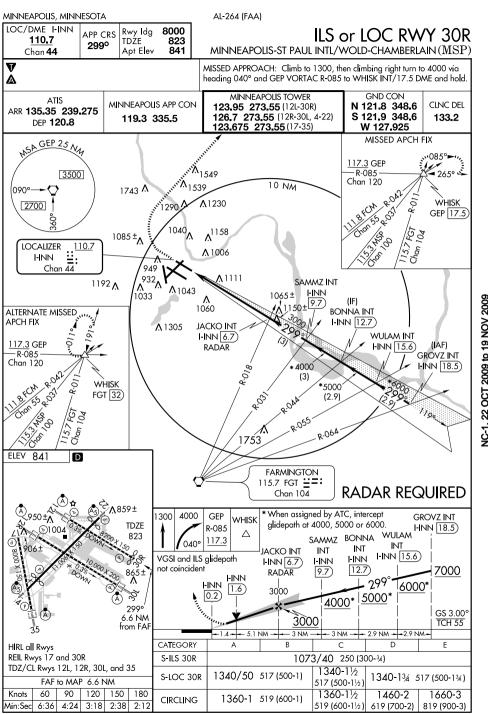


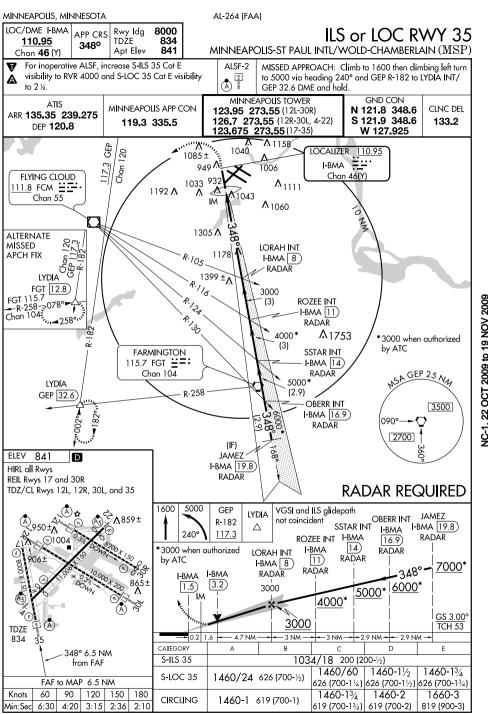


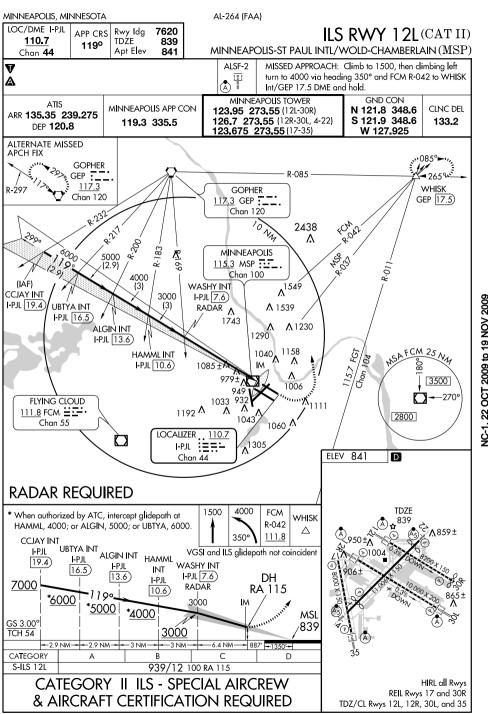


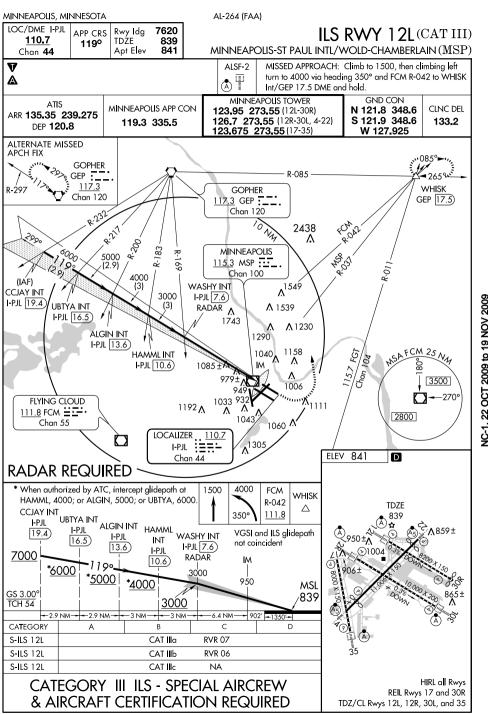


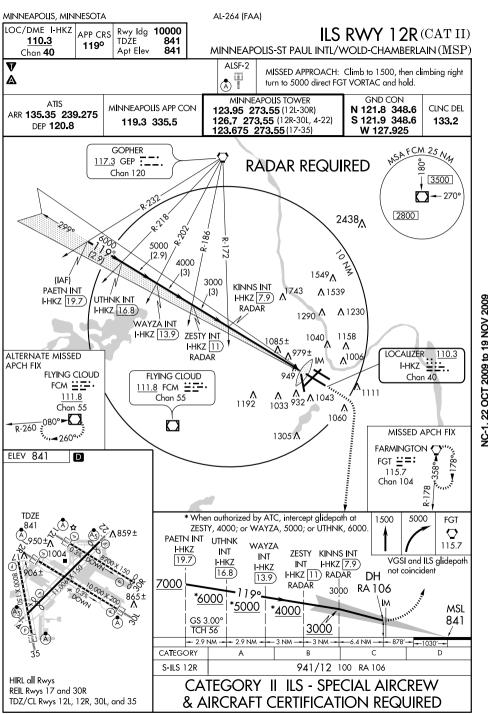


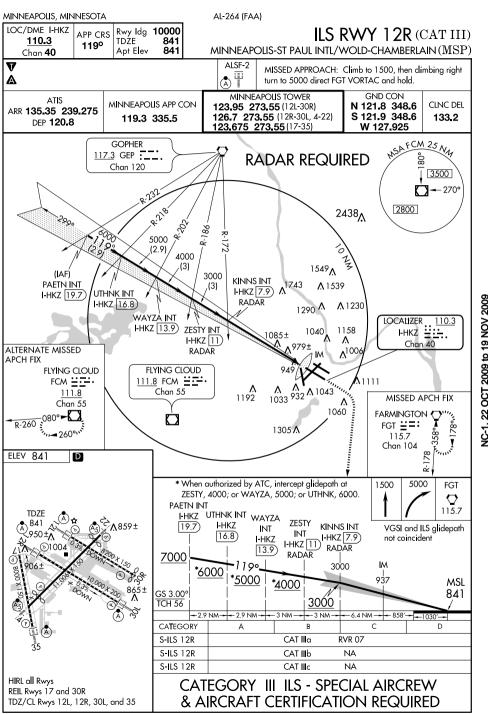


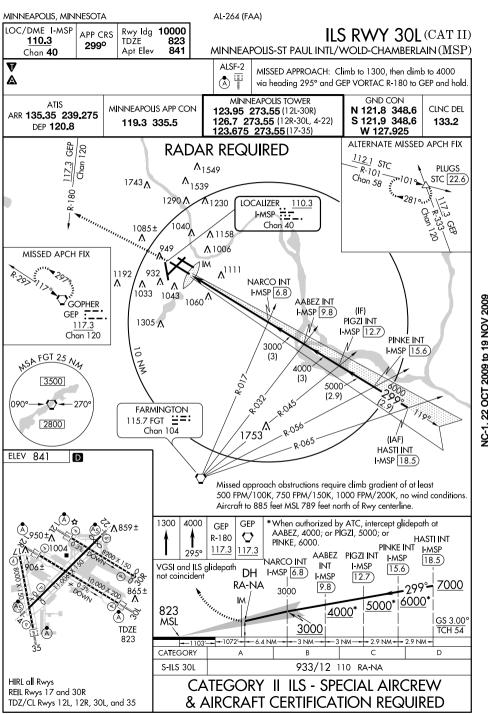


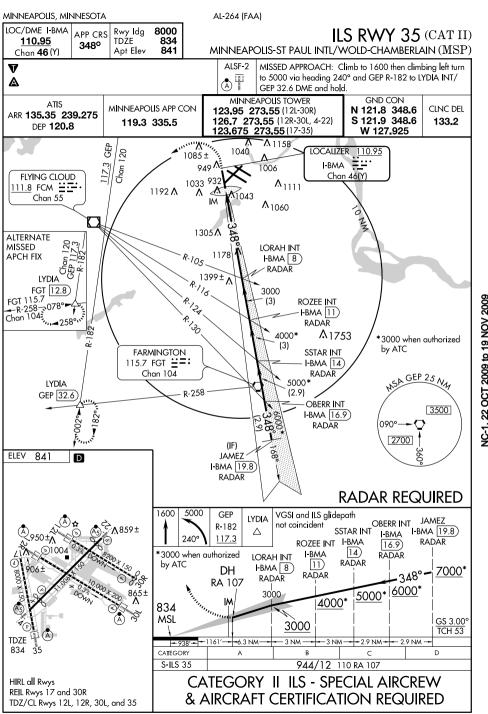


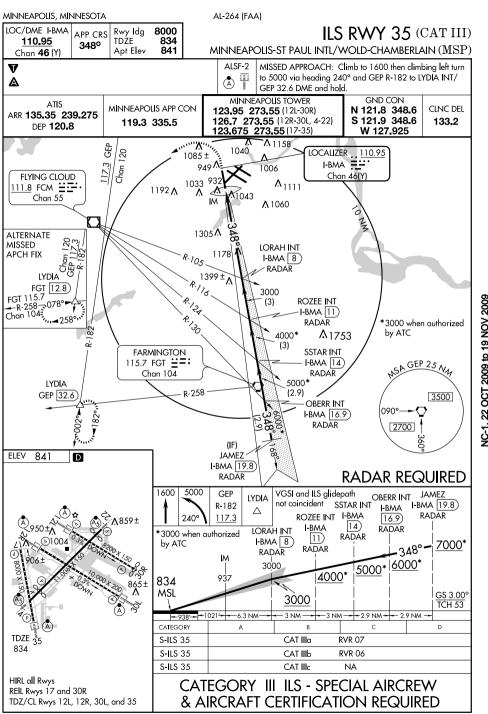


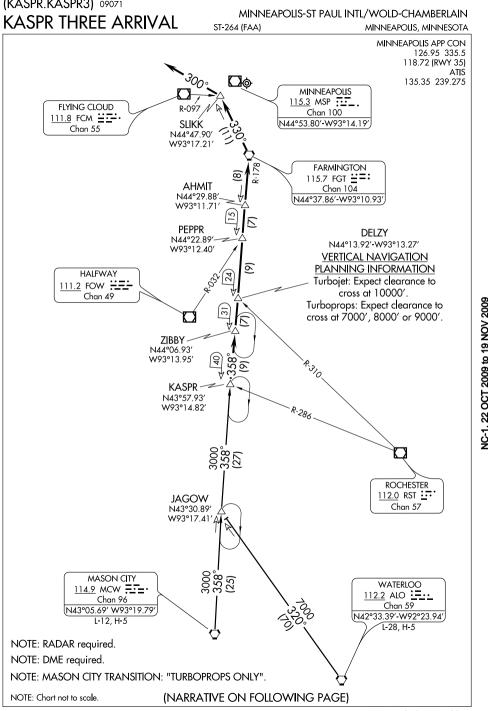












MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN ST-264 (FAA) MINNEAPOUS, MINNESOTA

ARRIVAL DESCRIPTION

MASON CITY TRANSITION (MCW.KASPR3) (TURBOPROP ONLY): From over MCW VORTAC via MCW R-358 to KASPR INT. Thence....

WATERLOO TRANSITION (ALO.KASPR3): From over ALO VORTAC via ALO R-320 to JAGOW INT, then via MCW R-358 to KASPR INT, Thence....

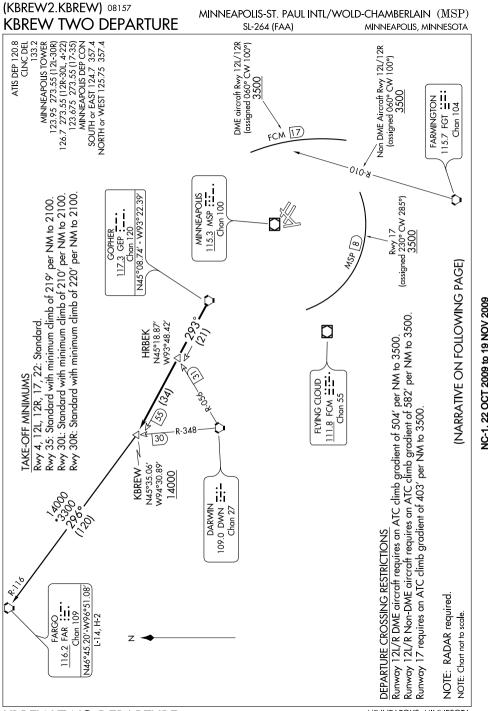
....From over KASPR INT via FGT R-178 to FGT VORTAC.

LANDING RUNWAYS 12L/R:

After FGT VORTAC via FGT R-330 to SLIKK INT thence via 300° heading for radar vectors to final approach course.

ALL OTHER RUNWAYS:

Via radar vectors to final approach course.



(KBREW2.KBREW) 08157

MINNEAPOLIS-ST. PAUL INTL/WOLD-CHAMBERLAIN (MSP)SL-264 (FAA)

MINNEAPOLIS, MINNESOTA

NC-1 22 OCT 2009 to 19 NOV 2009

KBREW TWO DEPARTURE

V

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF ALL RUNWAYS: Fly assigned heading for radar vectors to GEP VORTAC then via GEP R-293 to KBREW INT/GEP 55 DME. Turbojet aircraft maintain 7000 or lower assigned altitude, all other aircraft maintain 5000 or lower assigned altitude.

DME EQUIPPED AIRCRAFT RWY 12L/12R DEPARTURES: Initially assigned heading 060° clockwise to 100°, cross FCM 17 DME at or above 3500, maintain assigned altitude. If unable to comply, advise

ATC as soon as possible prior to departure. Thence. . . .

TAKE-OFF RUNWAY 17: Initially assigned heading 230° clockwise to 285° cross MSP 8 DME at or above 3500, maintain assigned altitude. If unable to comply, advise ATC as soon as possible prior

NON DME EQUIPPED AIRCRAFT RWY 12L/12R DEPARTURES: Initially assigned heading 060° clockwise to 100°, cross FGT R-010 at or above 3500, maintain assigned altitude. If unable to comply,

advise ATC as soon as possible prior to departure. Thence. . . .

TAKE-OFF RUNWAYS 4, 22, 30L/R, 35: Initially assigned heading, thence. via transition or assigned route. Expect clearance to filed altitude/flight level 10 (ten) minutes after departure.

FARGO TRANSITION (KBREW2.FAR): From over KBREW INT via FAR R-116 to FAR VORTAC.

TAKE-OFF OBSTACLE NOTES

to departure. Thence...

RWY 4: Multiple trees beginning 800' from DER, 264' left of centerline, up to 75' AGL/921' MSL. Rod on building 2528' from DER, 1175' left of centerline, 78' AGL/922' MSL.

> Fence 803' from DER, 585' left of centerline, 15' AGL/860' MSL. Antenna on OL building 456' from DER, 319' left of centerline, 13' AGL/850' MSL.

> Light poles 1932' from DER, 718' left of centerline, 45' AGL/885' MSL. Stack 4535' from DER, 481' left of centerline, 139' AGL/949' MSL.

RWY 22: Tree 2906' from DER, 833' right of centerline, 94' AGL/934' MSL. Hopper 1716' from DER, 456' left of centerline, 48' AGL/888' MSL.

RWY 30L: Multiple trees beginning 1113' from DER, 701' left of centerline, up to 80' AGL/919' MSL. Tree 1230' from DER, 633' right of centerline, 30' AGL/877' MSL

Ground 28' from DER, 490' right of centerline, 0' AGL/844' MSL.

RWY 17: Antenna 1272' from DER, 562' right of centerline, 57' AGL/891' MSL.

Pole 409' from DER, 530' right of centerline, 29' AGL/866' MSL.

Wind direction indicator on building 2619' from DER, 881' left of centerline, 97' AGL/918' MSL.

Building 2619' from DER, 859' left of centerline, 84' AGL/905' MSL.

Light 1176' from DER, 291' right of centerline, 11' AGL/875' MSL. Tree 2619' from DER, on centerline, 79' AGL/900' MSL.

RWY 30R: Building 1056' from DER, 198' left of centerline, 13' AGL/853' MSL. Multiple trees beginning 3010' from DER, 334' left of centerline, up to 94' AGL/940' MSL.

Light pole 1849' from DER, 698' right of centerline, 17' AGL/871' MSL. Fence 1327' from DER, 667' right of centerline, 8' AGL/ 857' MSL.

Tree 3703' from DER, 350' right of centerline, 67' AGL/ 914' MSL. Rod on pole 3143' from DER, 47' right of centerline, 38' AGL/898' MSL.

RWY 35: Tree 175' from DER, 398' right of centerline, 73' AGL/883' MSL. Multiple trees beginning 1989' from DER, 351' left of centerline, up to 65' AGL/902' MSL.

Multiple buildings beginning 5.5 NM from DER, 1787' left of centerline, up to 811' AGL/1743' MSL.

RWY 12R: Multiple trees beginning 1477' from DER, 407' left of centerline, up to 86' AGL/851' MSL. Multiple trees beginning 1426' from DER, 124' right of centerline, up to 111'AGL/847' MSL.

Light pole 1408' from DER, 746' right of centerline, 85' AGL/843' MSL. Radar reflector 983' from DER, 32' left of centerline, 15' AGL/829' MSL.

Pipe on building 826' from DER, 576' left of centerline, 10' AGL/825' MSL. OL on LOC 766' from DER, on centerline, 7' AGL/821' MSL.

(LEINY2.LEINY) 07298 MINNEAPOLIS-ST. PAUL INTL/WOLD-CHAMBERLAIN (MSP) LEINY TWO DEPARTURE (RNAV) MINNEAPOLIS, MINNESOTA SL-264 (FAA) **ATIS DEP 120.8** CLNC DEL 133.2 MINNEAPOLIS TOWER 123.95 273.55 (12L-30R) 126.7 273.55 (12R-30L, 4-22) Rwy 12L/12R 123.675 273.55 (17-35) MINNEAPOLIS (assigned 060° CW 100°) MINNEAPOLIS DEP CON 115.3 MSP ::: ___. 3500 SOUTH or EAST 124.7 357.4 Chan 100 NORTH or WEST 125.75 357.4 2100 IFINY BOTNE (153)MSP/8) Arc FLYING CLOUD NOTE: DME/DME/IRU required. 111.8 FCM **∷**-• NOTE: RNAV 1. Chan 55 NOTE: RADAR required. Rwy 17 (assigned 230° CW 285°) TAKE-OFF MINIMUMS: Rwy 4, 22, 12L, 12R, 17: Standard. 3500 Rwy 35: Standard with minimum climb of 219 feet per NM to 2100. Rwy 30L: Standard with minimum climb of 210 feet per NM to 2100. Rwy 30R: Standard with minimum climb of 220 feet per NM to 2100. DEPARTURE CROSSING RESTRICTIONS: Runway 12L/R requires an ATC climb gradient of 504' per NM to 3500. Runway 17 requires an ATC climb gradient of 367' per NM to 3500. (NOTES CONTINUED ON FOLLOWING PAGE) NOTE: Chart not to scale. DEPARTURE ROUTE DESCRIPTION V TAKE-OFF RUNWAY 4: Climb heading 043° to 2100. Thence.... TAKE-OFF RUNWAYS 12L/12R: Initially assigned heading 060° clockwise to 100°, cross FCM VOR/DME 17 DME Arc at or above 3500, maintain assigned altitude. If unable to comply, advise ATC as soon as possible prior to departure. Thence TAKE-OFF RUNWAY 17: Initially assigned heading 230° clockwise to 285°, cross MSP VOR/DME 8 DME Arc at or above 3500, maintain assigned altitude. If unable to comply, advise ATC as soon as possible prior to departure. Thence.... TAKE-OFF RUNWAYS 22, 35, 30L/R: Climb on assigned heading for radar vectors. Thence...expect radar vectors to BOTNE, then via 272° track to LEINY. Turbojet aircraft maintain

7000 or lower assigned altitude, all other aircraft maintain 5000 or lower assigned altitude.

Expect filed altitude/flight level 10 minutes after departure.

UC-1, 22 OCT 2009 to 19 NOV 2009

MINNEAPOLIS, MINNESOTA SL-264 (FAA)

TAKE-OFF OBSTACLE NOTES RWY 4: Multiple trees beginning 800' from DER, 264' left of centerline, up to 75' AGL/921' MSL.

Rod on building 2528' from DER, 1175' left of centerline, 78' AGL/922' MSL. Fence 803' from DER, 585' left of centerline, 15' AGL/860' MSL. Ant on OL building 456' from DER, 319' left of centerline, 13' AGL/850' MSL. LT poles 1932' from DER, 718' left of centerline, 45' AGL/885' MSL. Stack 4535' from DER, 481' left of centerline, 139' AGL/949' MSL.

RWY 22: Tree 2906' from DER, 833' right of centerline, 94' AGL/934' MSL. Hopper 1717' from DER, 456' Teft of centerline, 48' AGL/888' MSL. RWY 30L: Multiple trees beginning 1113' from DER, 701' left of centerline, up to

80' AGL/919' MSL. Tree 1230' from DER, 633' right of centerline, 30' AGL/877' MSL. Ground 28' from DER, 490' right of centerline, 0' AGL/844' MSL.

RWY 17: Antenna 1272' from DER, 562' right of centerline, 57' AGL/891' MSL. Pole 409' from DER, 530' right of centerline, 29' AGL/866' MSL.

Wind direction indicator on blda 2619' from DER, 881' left of centerline. 97' AGL/918' MSL. Bldg 2619' from DER, 859' left of centerline, 84' AGL/905' MSL.

LT 1176' from DER, 291' right of centerline, 11' AGL/875' MSL. Tree 2619' from DER, on centerline, 79' AGL/900' MSL.

RWY 30R: Bldg 1056' from DER, 198' left of centerline, 13' AGL/853' MSL. Multiple trees beginning 3010' from DER, 334' left of centerline, up to 94'

AGL/940' MSL. LT pole 1849' from DER, 698' right of centerline, 17' AGL/871' MSL. Fence 1327' from DER, 667' right of centerline, 8' AGL/857' MSL.

Tree 3703' from DER, 350' right of centerline, 67' AGL/914' MSL. Rod on pole 3143' from DER, 47' right of centerline, 38' AGL/898' MSL.

RWY 35: Tree 175' from DER, 398' right of centerline, 73' AGL/883' MSL. Multiple trees beginning 1989 from DER, 351 left of centerline, up to 65

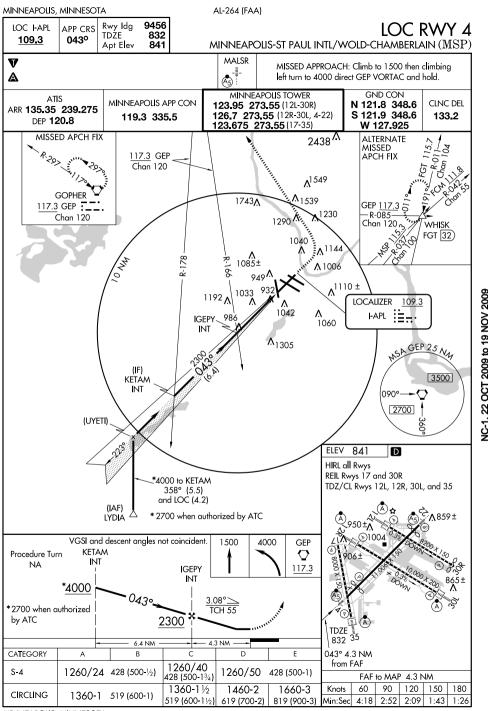
AGL/902' MSL. Multiple buildings beginning 5.45 NM from DER, 1787' left of centerline, up to 811' AGL/1743' MSĽ. RWY 12R: Multiple trees beginning 1477' from DER, 407' left of centerline, up to

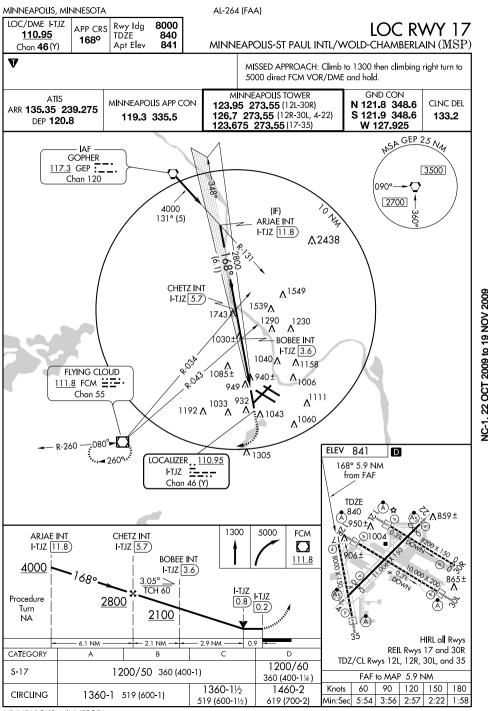
86' AGL/851' MSL. Multiple trees beginning 1426' from DER, 124' right of centerline, up to 1111' AGL/847' MSL.

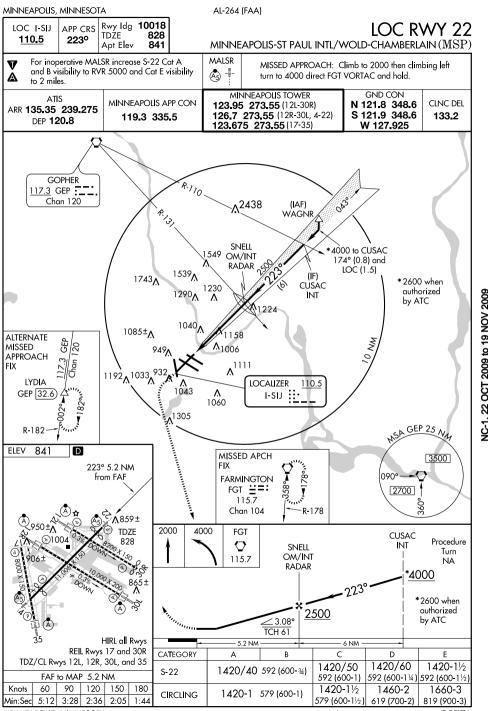
LT pole 1408' from DER, 746' right of centerline, 85' AGL/843' MSL. Radar reflector 983' from DER, 32' left of centerline, 15' AGL/829' MSL.

Pipe on bldg, 826' from DER, 576' left of centerline, 10' AGL/825' MSL. OL on LOC 766' from DER, on centerline, 7' AGL/821' MSL.

22 OCT 2009 to 19 NOV 2009







(MEDOW1.MSP) 08213 MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)MEADOW LAKE ONE DEPARTURE MINNEAPOLIS, MINNESOTA SL-264 (FAA) TAKEOFF MINIMUMS: ATIS DEP 120.8 Rwy 17: Standard with minimum ATC climb of CLNCL DEL 133.2 240' per mile to 5000. MINNEAPOLIS TOWER All other runways: NA - ATC request. 123.95 273.55 (12L-30R) 126.7 273.55 (12R-30L, 4-22) 123.675 273.55 (17-35) FARGO MINNEAPOLIS DEP CON 116.2 FAR := . DULUTH SOUTH or EAST 124.7 357.4 Chan 109 NORTH or WEST 125.75 357.4 112.6 DLH N46°45.20′-W96°51.08′ _ Chan *7*3 **BRAINERD** L-14, H-2 N46°48.13′-W92°12.17′ 116.9 BRD --: GREEN BAY L-14, H-2 115.5 GRB N46°20.90′-W94°01.56′ MINNEAPOLIS Chan 102 L-14, H-2 115.3 MSP N44°33.31′-W88°11.69′ L-31, H-2 Chan 100 N44°53.79′-W93°14.19′ ABERDEEN **FARMINGTON** 113.0 ABR :-:· I-12-14, H-2 115.7 FGT **≝≡**: Chan 77 Chan 104 N45°25.04′-W98°22.12′ N44°37.86′-W93°10.92′ L-14, H-2 L-12-14, H-2 RAPID CITY NODINE 112.3 RAP := __ FLYING CLOUD 117.9 ODI ... 111.8 FCM **ΞΞ**• Chan 70 Chan 126 N43°58.56′-W103°00.74′ 22 CT 2009 to 19 NOV 2009 Chan 55 N43°54.74′-W91°28.06′ L-12, H-2 N44°49.54′-W93°27.41 L-28. H-2 HUSHH L-12-14. H-2 N44°50.30′ W93°13.77 FORT DODGE SIOUX FALLS 113.5 FOD :::-115.0 FSD <u>⋯</u>.. Chan 82 Chan 97 **ROCHESTER DELLS** N42°36 67′-W94°17 69′ N43°38.97′-W96°46.87 112.0 RST :--117.0 DLL :=:: L-12, H-5 L-12, H-5 Chan 57 Chan 117 N43°46.98′-W92°35.80′ N43°33.05′-W89°45.82′ L-12-28, H-2 L-28. H-5 **OMAHA DES MOINES** 116.3 OVR :::: 117.5 DSM .: O'NEILL Chan 110 113.9 ONL =-... Chan 122 N41°10.04′-W95°44.20′ N41°26.22′-W93°38.92′ Chan 86 L-10-12, H-5 N42°28.23′-W98°41.22′ L-12-27, H-5 KANSAS CITY L-12, H-5 113.25 MCI =--Chan 79 (Y) ST JOSEPH N39°17.12′-W94°44.22′ 115.5 STJ ::: Chan 102 L-10, H-5 N39°57.63′-W94°55.51′ L-10, H-5 TAKE-OFF OBSTACLE NOTES RWY 17: Building 199' from DER, 496' left of centerline, 67' AGL/898' MSL. Multiple poles beginning 188' from DER, 240' right of centerline, up to 160' AGL/866' MSL. Wind direction indicator on building 2619' from DER, 881' left of centerline, 97' AGL/918' MSL. Building 2619' from DER, 859' left of centerline, 84' AGL/905' MSL. NOTE: RADAR required. Building 2336' from DER, 385' right of centerline, 154' AGL/983' MSL. NOTE: Chart not to scale. DEPARTURE ROUTE DESCRIPTION TAKE-OFF RUNWAY 17: Climb via 170° to HUSHH/MSP VOR/DME 3.5 DME then right turn via 245° and continue climb (turbojet aircraft maintain 7000 or lower as assigned, all other aircraft maintain 5000 or lower as assigned). Then via vectors to assigned route/fix, expect clearance to assigned altitude/flight level 10 minutes after departure.

08213 MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP) MINNEAPOLIS THREE DEPARTURE MINNEAPOLIS, MINNESOTA SL-264 (FAA) **ATIS DEP 120.8 FARGO** CINC DEL 116.2 FAR := DULUTH 133.2 112.6 DLH **:-::**• Chan 109 MINNFAPOLIS TOWER N46°45.20′-W96°51.08′ Chan 73 123.95 273.55 (12L-30R) N46°48.13′-W92°12.17 L-14, H-2 126.7 273.55 (12R-30L, 4-22) L-14, H-2 123.675 273.55 (17-35) BRAINERD MINNEAPOLIS DEP CON 116.9 BRD -:: SOUTH or EAST 124.7 357.4 Chan 116 NORTH or WEST 125.75 357.4 GREEN BAY N46°20.90′-W94°01.56′ 115.5 GRB L-14, H-2 Chan 102 MINNEAPOLIS N44°33.31′-W88°11.69′ FLYING CLOUD 115.3 MSP :--L-31, H-2 <u>111.8</u> FCM **∷∵**∙ **ABERDEEN** Chan 100 113.0 ABR **:**::⋅ Chan 55 DME aircraft Rwy 12L/12R (assigned 060° CW 100°) Chan 77 3500 Rwy 17 N45°25.04′-W98°22.12′ (assigned 230° L-14, H-2 1 CW 285°) NODINE RAPID CITY 3500 117.9 ODI = ... 112.3 RAP := ... Chan 126 Chan 70 MSP[8] N43°54.74′-W91°28.06′ N43°58.56′-W103°00.74′ L-28, H-2 L-12, H-2 FARMINGTON 115.7 FGT **≝=**: Chan 104 Non DME Aircraft Rwy 12L/12R (assigned 060° CW 100°) 3500 FORT DODGE SIOUX FALLS 115.0 FSD ::: Chan 82 Chan 97 **ROCHESTER DELLS** N42°36.67′-W94°17.69′ N43°38.97′-W96°46.87 112.0 RST :--117.0 DLL :=:: L-12, H-5 L-12. H-5 Chan 57 Chan 117 N43°46.98′-W92°35.80′ N43°33.05′-W89°45.82′ L-12-28, H-2 L-28. H-5 OMAHA 116.3 OVR ... O'NEILL DES MOINES Chan 110 113.9 ONL ... 117.5 DSM <u>-::</u> N41°10.04′-W95°44.20 Chan 86 Chan 122 L-10-12, H-5 N42°28.23′-W98°41.22′ N41°26.25′-W93°38.91 L-12, H-5 L-12-27, H-5 ST JOSEPH 115.5 STJ <u>∺'</u> Chan 102 N39°57.64′-W94°55.51′ L-10. H-5 KANSAS CITY TAKE-OFF MINIMUMS 113.25 MCI =--Rwy 4, 12L, 12R, 17, 22: Standard. Chan 79 (Y) N39°17.12′-W94°44.22′ Rwy 35: Standard with minimum climb of 219' per NM to 2100. L-10, H-5 Rwy 30L: Standard with minimum climb of 210' per NM to 2100. Rwy 30R: Standard with minimum climb of 220' per NM to 2100. DEPARTURE CROSSING RESTRICTIONS Runway 12L/R DME aircraft requires an ATC climb gradient of 504' per NM to 3500. Runway 12L/R Non-DME aircraft requires an ATC climb gradient of 582' per NM to 3500. Runway 17 requires an ATC climb gradient of 403' per NM to 3500.

NOTE: Chart not to scale.

22 CT 2009 to 19 NOV 2009

MINNEAPOUS THREE DEPARTURE

SL-264 (FAA)

MINNEAPOLIS, MINNESOTA

V

DEPARTURE ROUTE DESCRIPTION

ALL AIRCRAFT: Expect radar vectors to join filed/assigned route. Turbojet aircraft maintain 7000 or lower assigned altitude. All other gircraft maintain 5000 or lower assigned altitude. Expect clearance to assigned altitude/flight level 10 (ten) minutes after departure.

DME EQUIPPED AIRCRAFT RWY 12L/12R DEPARTURES: Initially assigned heading 060° clockwise to 100°, cross FCM 17 DME at or above 3500, maintain assigned altitude. If unable to comply, advise ATC as soon as possible prior to departure.

NON-DME EQUIPPED AIRCRAFT RWY 12L/12R DEPARTURES: Initially assigned heading 060° clockwise to 100°, cross FGT R-010 at or above 3500, maintain assigned altitude. If unable to comply, advise ATC as soon as possible prior to departure.

TAKE-OFF RUNWAY 17: Initially assigned heading 230° clockwise to 285° cross MSP 8 DME at or above 3500, maintain assigned altitude. If unable to comply, advise ATC as soon as possible prior to departure.

TAKE-OFF OBSTACLE NOTES

RWY 4: Multiple trees beginning 800' from DER, 264' left of centerline, up to 75' AGL/921' MSL.

Rod on building 2528' from DER, 1175' left of centerline, 78' AGL/922' MSL. Fence 803' from DER, 585' left of centerline, 15' AGL/860' MSL.

Antenna on OL building 456' from DER, 319' left of centerline, 13' AGL/850' MSL. Light poles 1932' from DER, 718' left of centerline, 45' AGL/885' MSL.

Stack 4535' from DER, 481' left of centerline, 139' AGL/949' MSL.

Tree 2906' from DER, 833' right of centerline, 94' AGL/934' MSL. Hopper 1716' from DER, 456' left of centerline, 48' AGL/888' MSL. Tree 1230' from DER, 633' right of centerline, 30' AGL/877' MSL.

Ground 28' from DER 490' right of centerline, 0' AGL/844' MSL. RWY 17: Antenna 1272' from DER, 562' right of centerline, 57' AGL/891' MSL.

Pole 409' from DER, 530' right of centerline, 29' AGL/866' MSL.

Wind direction indicator on building 2619' from DER, 881' left of centerline, 97' AGL/918' MSL. Building 2619' from DER, 859' left of centerline, 84' AGL/905' MSL

Light 1176' from DER, 291' right of centerline, 11' AGL/875' MSL.

Tree 2619' from DER, on centerline, 79' AGL/900' MSL.

RWY 30L: Multiple trees beginning 1113' from DER, 701' left of centerline, up to 80' AGL/919' MSL.

Tree 1230' from DER, 633' right of centerline, 30' AGL/877' MSL. Ground 28' from DER, 490' right of centerline 0' AGL/844' MSL.

RWY 30R: Building 1056' from DER, 198' left of centerline, 13' AGL/853' MSL.

Multiple trees beginning 3010' from DER, 334' left of centerline, up to 94' AGL/940' MSL. Light pole 1849' from DER, 698' right of centerline, 17' AGL/871' MSL.

Fence 1327' from DER, 667' right of centerline, 8' AGL/857' MSL.

Tree 3703' from DER, 350' right of centerline, 67' AGL/914' MSL.

Rod on pole 3143' from DER, 47' right of centerline, 38' AGL/898' MSL.

RWY 35: Tree 175' from DER, 398' right of centerline, 73' AGL/883' MSL.

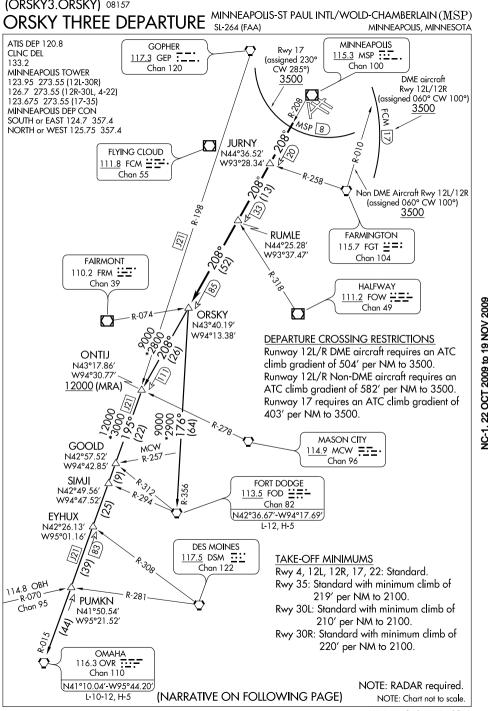
Multiple trees beginning 1989' from DER, 351' left of centerline, up to 65' AGL/902' MSL.

Multiple buildings beginning 5.5 NM from DER, 1787' left of centerline, up to 811' AGL/1743' MSL.

RWY 12R: Multiple trees beginning 1477' from DER, 407' left of centerline, up to 86' AGL/851' MSL.

Multiple trees beginning 1426' from DER, 124' right of centerline, up to 111' AGL/847' MSL. Light pole 1408' from DER, 746' right of centerline, 85' AGL/843' MSL. Radar reflector 983' from DER, 32' left of centerline, 15' AGL/829' MSL. Pipe on building, 826' from DER, 576' left of centerline, 10' AGL/825' MSL.

OL on LOC 766' from DER, on centerline, 7' AGL/821' MSL.



(ORSKY3.ORSKY) 08157 MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP) **ORSKY THREE DEPARTURE** MINNEAPOLIS, MINNESOTA SI-264 (FAA) V DEPARTURE ROUTE DESCRIPTION TAKE-OFF ALL RUNWAYS: Fly assigned heading for radar vectors to MSP R-208 to ORSKY INT/MSP 85 DME. Turbojet aircraft maintain 7000 or lower assigned altitude. All other aircraft maintain 5000 or lower assigned altitude.

TAKE-OFF RUNWAY 17: Initially assigned heading 230° clockwise to 285° cross MSP 8 DME at or above 3500, maintain assigned altitude. If unable to comply, advise ATC as soon as possible prior to departure. Thence. . . . DME EQUIPPED AIRCRAFT RWY 12L/R DEPARTURES: Initially assigned heading 060° clockwise to

100°, cross FCM 17 DME at or above 3500, maintain assigned altitude. If unable to comply, advise ATC as soon as possible prior to departure. Thence. . . . NON DME EQUIPPED AIRCRAFT RWY 12L/R DEPARTURES: Initially assigned heading 060° clockwise to 100°, cross FGT R-010 at or above 3500, maintain assigned altitude. If unable to comply, advise ATC as soon as possible prior to departure. Thence. . . .

TAKE-OFF RUNWAYS 4, 22, 30L/R, 35: Initially assigned heading, Thence. via transition or assigned route. Expect clearance to filed altitude/flight level 10 (ten) minutes after departure.

FORT DODGE TRANSITION (ORSKY3.FOD): From over ORSKY INT via FOD R-356 to FOD VORTAC.

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OMAHA TRANSITION (ORSKY3.OVR): From over ORSKY INT via MSP R-208 to ONTIJ INT then via OVR R-015 to OVR VORTAC.

TAKE-OFF OBSTACLE NOTES RWY 4: Multiple trees beginning 800' from DER, 264' left of centerline, up to 75' AGL/921' MSL. Rod on building 2528' from DER, 1175' left of centerline, 78' AGL/922' MSL. Fence 803' from DER, 585' left of centerline, 15' AGL/860' MSL.

Antenna on OL building 456' from DER, 319' left of centerline, 13' AGL/850' MSL. Light poles 1932' from DER, 718' left of centerline, 45' AGL/885' MSL. Stack 4535' from DER, 481' left of centerline, 139' AGL/949' MSL. RWY 22: Tree 2906' from DER, 833' right of centerline, 94' AGL/934' MSL. Hopper 1716' from DER, 456' left of centerline, 48' AGL/888' MSL.

RWY 17: Antenna 1272' from DER, 562' right of centerline, 57' AGL/891' MSL. Pole 409' from DER, 530' right of centerline, 29' AGL/866' MSL. Wind direction indicator on building 2619' from DER, 881' left of centerline, 97' AGL/918' MSL. Building 2619' from DER, 859' left of centerline, 84' AGL/905' MSL

Light 1176' from DER, 291' right of centerline, 11' AGL/875' MSL. Tree 2619' from DER, on centerline, 79' AGL/900' MSL.

RWY 30L: Multiple trees beginning 1113' from DER, 701' left of centerline, up to 80' AGL/919' MSL. Tree 1230' from DER, 633' right of centerline, 30' AGL/877' MSL. Ground 28' from DER, 490' right of centerline 0' AGL/844' MSL.

RWY 30R: Building 1056' from DER, 198' left of centerline, 13' AGL/853' MSL. Multiple trees beginning 3010' from DER, 334' left of centerline, up to 94' AGL/940' MSL. Light pole 1849' from DER, 698' right of centerline, 17' AGL/871' MSL.

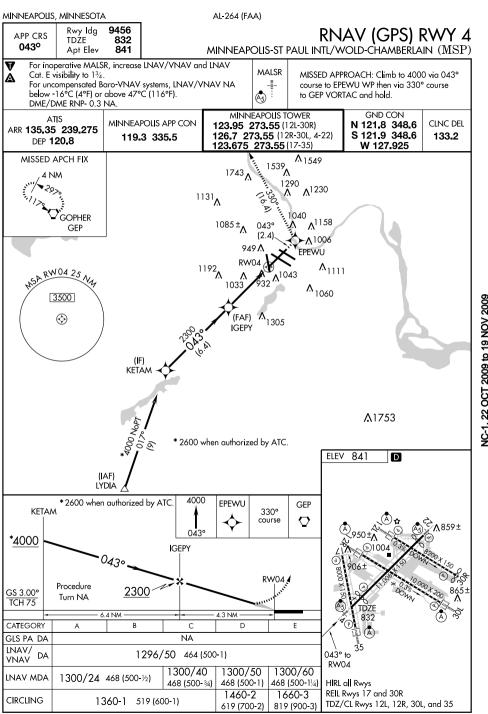
Fence 1327' from DER, 667' right of centerline, 8' AGL/857' MSL. Tree 3703' from DER, 350' right of centerline, 67' AGL/914' MSL. Rod on pole 3143' from DER, 47' right of centerline, 38' AGL/898' MSL.

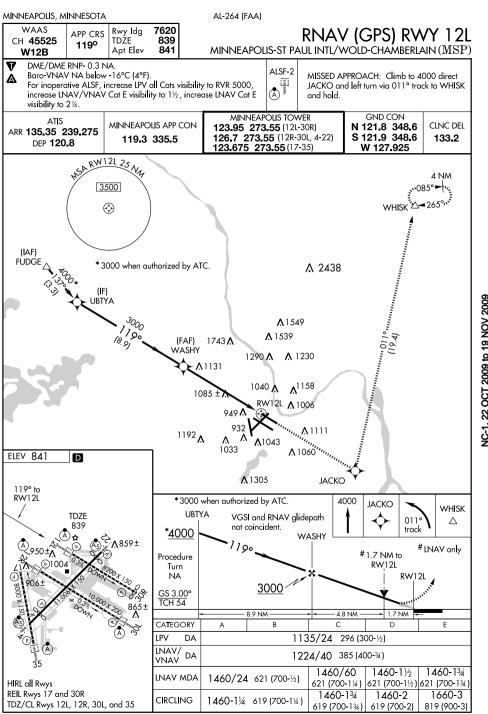
RWY 35: Tree 175' from DER, 398' right of centerline, 73' AGL/883' MSL. Multiple trees beginning 1989' from DER, 351' left of centerline, up to 65' AGL/902' MSL. Multiple buildings beginning 5.5 NM from DER, 1787' left of centerline, up to 811' AGL/1743' MSL.

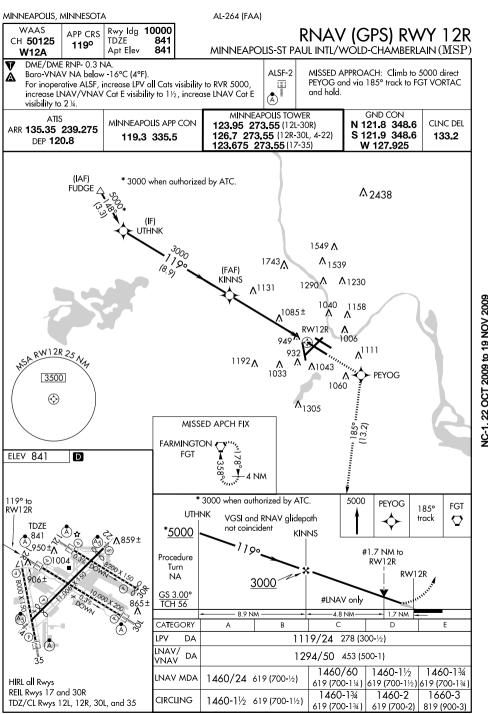
RWY 12R: Multiple trees beginning 1477' from DER, 407' left of centerline, up to 86' AGL/851' MSL. Multiple trees beginning 1426' from DER, 124' right of centerline, up to 111' AGL/847' MSL.

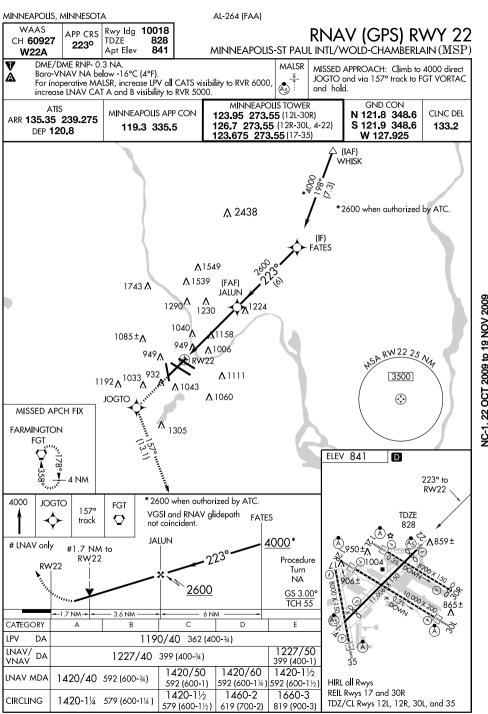
Light pole 1408' from DER, 746' right of centerline, 85' AGL/843' MSL. Radar reflector 983' from DER, 32' left of centerline, 15' AGL/829' MSL.

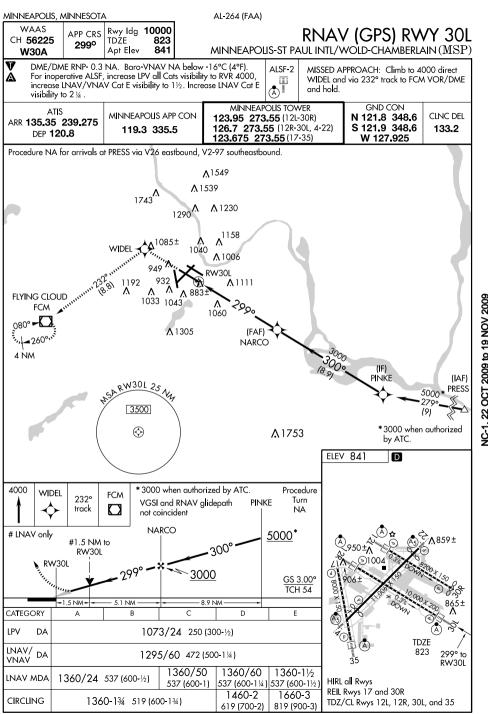
Pipe on building, 826' from DER, 576' left of centerline, 10' AGL/825' MSL. OL on LOC 766' from DER, on centerline, 7' AGL/821' MSL.



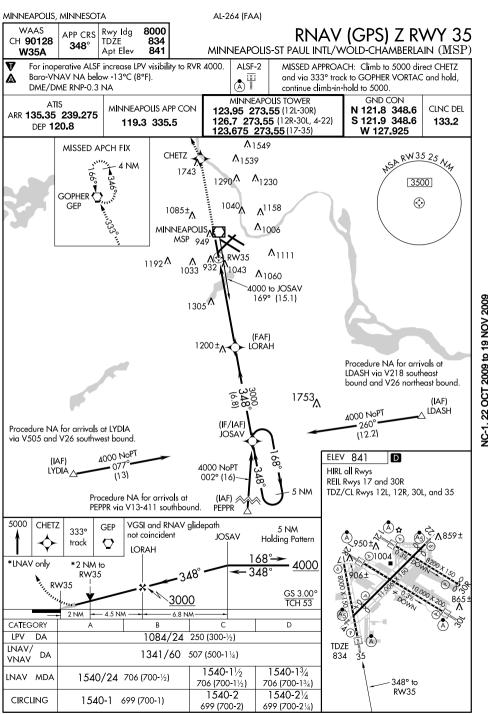


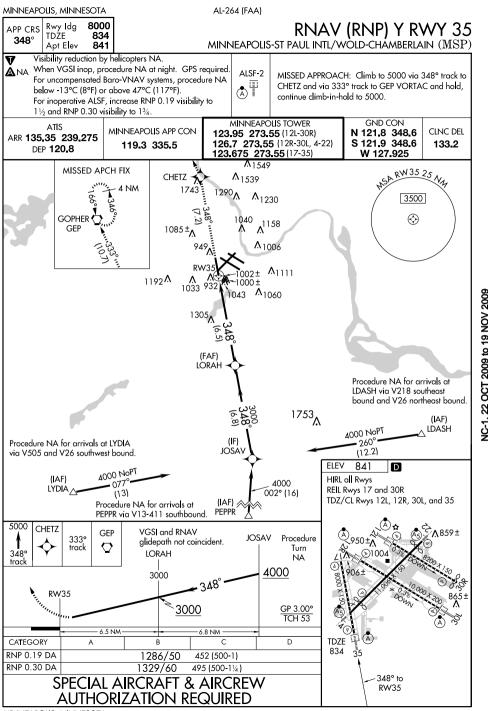


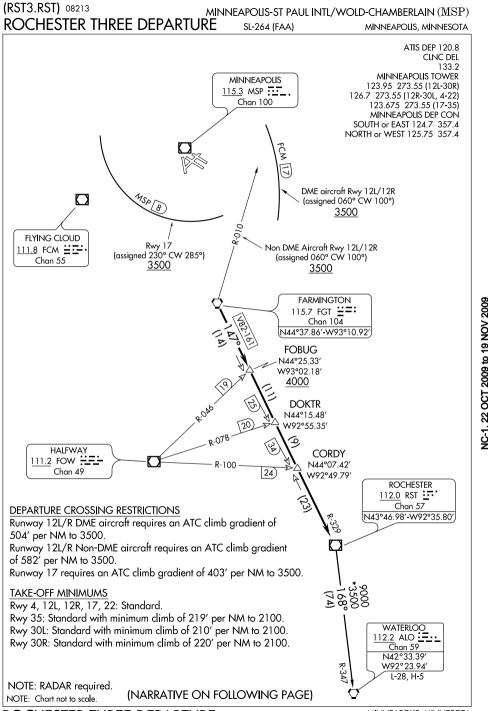




MINNEAPOLIS	AL-264 (FAA)									
WAAS CH 60925 W30A	APP CRS 299°	TDŹE Š	000 323 841	MINNEA	APOLIS	RN 5-ST PAUL IN	IAV (9	GPS) R ld-chamb	RWY Erlain (30R (MSP)
	DME/DME RN Baro-VNAV N	MISSED APPROACH: Climb to 5000 direct FASRO and via 343° track to GEP VORTAC and hold.								
ATIS ARR 135.35 239.275 DEP 120.8		MINNEAPOLI 119.3 3	MINNEAPOUS TOWER 123.95 273.55 (12L-30R) 126.7 273.55 (12R-30L, 4-2 123.675 273.55 (17-35)				GND CON N 121.8 348.6 CLNC D S 121.9 348.6 W 127.925			
F.	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	1040 1040 1006,	549 \(\alpha\) 1230 \(\lambda\) 1158 \(\lambda\) 1002 ± \(\lambda\) 1111 \(\lambda\) 2990	1181± (FAF) ACKO		,	eastbound.			OPHER GEP
] / 3	30R 25 Ny 500 €			∆ 1753	18.	99	(IF) ULAM *3	4000 282e (8.8) 3000 when au		~ △
# LNAV only CATEGORY LPV DA LNAV/ DA VNAV/ DA	► 343° track	VGSI not co	300 8.9 C 73/40 250 (3 4-13/4 471 (5	00 NM D 00-134)	WULAN	Procedure Turn NA GS 3.00° TCH 55		D±A 000 000 000 000 000 000 000 000 000 0	10,000 x 200 N SIII	TDZE 823 865±/ 100 865±/ 100 299° lo RW30R
LNAV MDA	1400/50 577 (600-1) 1400-1½ 577 (600-1) 1400-1½ 1400-1 559 (600-1) 559 (600-1)			1460	0-1¾))-2	1400-2 577 (600-2) 1660-3		Rwys s 17 and 30R Rwys 12L, 12F	R, 30L, and	d 35







(RST3.RST) 08157 MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP) ROCHESTER THREE DEPARTURE SL-264 (FAA) MINNEAPOLIS, MINNESOTA

and RST R-329 to RST VOR/DME. Cross FOBUG INT/FGT 14 DME at or above 4000. Turbojet aircraft

▼ DEPARTURE ROUTE DESCRIPTON

TAKE-OFF ALL RUNWAYS: Fly assigned heading for radar vectors to FGT VORTAC then via FGT R-147

maintain 7000 or lower assigned altitude, all other aircraft maintain 5000 or lower assigned altitude.

<u>DME EQUIPPED AIRCRAFT RWY 12L/12R DEPARTURES:</u> Initially assigned heading 060° clockwise to 100°, cross FCM 17 DME at or above 3500, maintain assigned altitude. If unable to comply, advise

ATC as soon as possible prior to departure. Thence. . . . TAKE-OFF RUNWAY 17: Initially assigned heading 230°

TAKE-OFF RUNWAY 17: Initially assigned heading 230° clockwise to 285° cross MSP 8 DME at or above 3500, maintain assigned altitude. If unable to comply, advise ATC as soon as possible prior to departure. Thence. . . .

departure. Thence....

NON DME EQUIPPED AIRCRAFT RWY 12L/12R DEPARTURES: Initially assigned heading 060° clockwise to 100°: cross FGT R-010 at or above 3500, maintain assigned altitude. If unable to comply,

advise ATC as soon as possible prior to departure. Thence. . . .

TAKE-OFF RUNWAYS 4, 22, 30L/30R, 35: Initially assigned heading. Thence. . . .

departure.

<u>WATERLOO TRANSITION (RST3.ALO):</u> From over RST VOR/DME via RST R-168 and ALO R-347 to

....via transition or assigned route. Expect clearance to filed altitude/flight level 10 (ten) minutes after

ALO VORTAC.

Rod on building 2528' from DER, 1175' left of centerline, 78' AGL/922' MSL. Fence 803' from DER, 585' left of centerline, 15' AGL/860' MSL.

RWY 30L: Multiple trees beginning 1113' from DER, 701' left of centerline, up to 80' AGL/919' MSL.

22-1 22 OCT 2009 to 19 NOV 2009

TAKE-OFF OBSTACLE NOTES

RWY 4: Multiple trees beginning 800' from DER, 264' left of centerline, up to 75' AGL/921' MSL.

Antenna on OL building 456' from DER, 319' left of centerline, 13' AGL/850' MSL. Light poles 1932' from DER, 718' left of centerline, 45' AGL/885' MSL. Stack 4535' from DER, 811' left of centerline, 13' AGL/949' MSL. RWY 22: Tree 2906' from DER, 833' right of centerline, 94' AGL/934' MSL.

Hopper 1716' from DER, 456' left of centerline, 48' AGL/888' MSL. RWY 17: Antenna 1272' from DER, 562' right of centerline, 57' AGL/891' MSL. Pole 409' from DER, 530' right of centerline, 29' AGL/866' MSL.

Pole 409' from DER, 330' right of centerline, 29' AGL/866' MSL.
Wind direction indicator on building 2619' from DER, 881' left of centerline, 97' AGL/918' MSL.
Building 2619' from DER, 859' left of centerline, 84' AGL/905' MSL.
Light 1176' from DER, 291' right of centerline, 11' AGL/875' MSL.

Tree 2619' from DER, on centerline, 79' AGL/900' MSL.

Tree 1230' from DER, 633' right of centerline, 30' AGL/877' MSL. Ground 28' from DER, 490' right of centerline 0' AGL/844' MSL. RWY 30R: Building 1056' from DER, 198' left of centerline, 13' AGL/853' MSL.

Multiple trees beginning 3010' from DER, 334' left of centerline, up to 94' AGL/940' MSL. Light pole 1849' from DER, 698' right of centerline, 17' AGL/871' MSL.

Light pole 1849' from DER, 698' right of centerline, 1/' AGL/87/'
Fence 1327' from DER, 667' right of centerline, 8' AGL/857' MSL.

Tree 3703' from DER, 350' right of centerline, 67' AGL/914' MSL. Rod on pole 3143' from DER, 47' right of centerline, 38' AGL/898' MSL.

RWY 35: Tree 175' from DER, 398' right of centerline, 73' AGL/883' MSL.

Multiple trees beginning 1989' from DER, 351' left of centerline, up

Multiple trees beginning 1989' from DER, 351' left of centerline, up to 65' AGL/902' MSL.

Multiple buildings beginning 5.5 NM from DER, 1787' left of centerline, up to 811' AGL/1743' MSL.

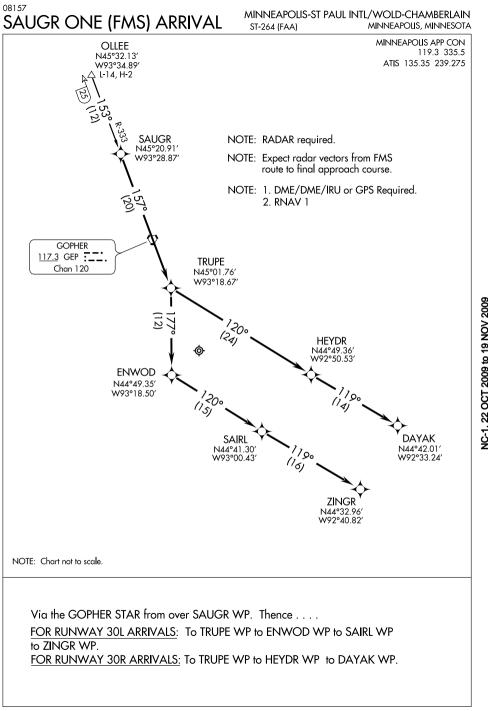
RWY 12R: Multiple trees beginning 1477' from DER, 407' left of centerline, up to 86' AGL/851' MSL.

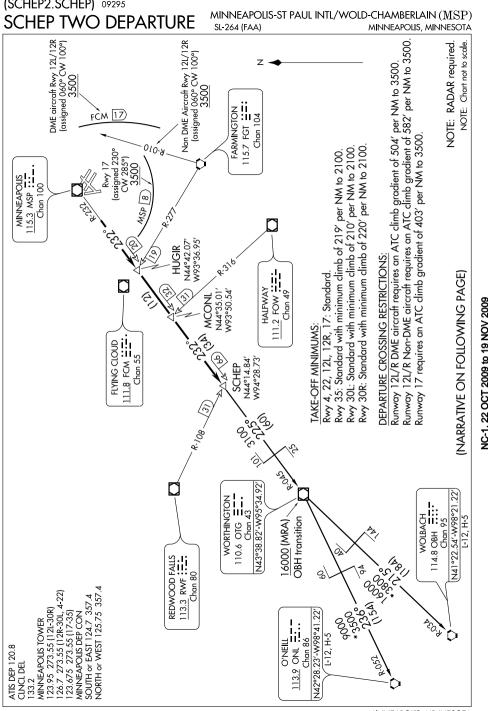
Multiple trees beginning 1426' from DER, 124' right of centerline, up to 111' AGL/847' MSL.

Light pole 1408' from DER, 746' right of centerline, 85' AGL/843' MSL.

Light pole 1408' from DER, 746' right of centerline, 85' AGL/843' MSL.
Radar reflector 983' from DER, 32' left of centerline, 15' AGL/829' MSL.
Pipe on building, 826' from DER, 576' left of centerline, 10' AGL/825' MSL.

OL on LOC 766' from DER, on centerline, 7' AGL/821' MSL.





22-1 22 OCT 2009 to 19 NOV 2009

(SCHEP2.SCHEP) 08157

DEPARTURE ROUTE DESCRIPTION

SL-264 (FAA)

SCHEP TWO DEPARTURE

V

maintain 5000 or lower assigned altitude. DME EQUIPPED AIRCRAFT RWY 12L/12R DEPARTURES: Initially assigned heading 060° clockwise to

100°, cross FCM 17 DME at or above 3500, maintain assigned altitude. If unable to comply, advise ATC as soon as possible prior to departure. Thence. . . .

TAKE-OFF RUNWAY 17: Initially assigned heading 230° clockwise to 285° cross MSP 8 DME at or above 3500, maintain assigned altitude. If unable to comply, advise ATC as soon as possible prior to departure. Thence. . . .

SCHEP INT/MSP 66 DME. Turbojet aircraft maintain 7000 or lower assigned altitude, all other aircraft

NON DME EQUIPPED AIRCRAFT RWY 12L/12R DEPARTURES: Initially assigned heading 060° clockwise to 100°, cross FGT R-010 at or above 3500, maintain assigned altitude. If unable to comply,

advise ATC as soon as possible prior to departure. Thence. . . . TAKE-OFF RUNWAYS 4, 22, 30L/30R, 35: Initially assigned heading, thence. . . .

TAKE-OFF ALL RUNWAYS: Fly assigned heading for radar vectors to MSP R-232 to

. . . . via transition or assigned route. Expect clearance to filed altitude/flight level 10 (ten) minutes after departure.

O'NEILL TRANSITION (SCHEP2.ONL): From over SCHEP INT via OTG R-045 to OTG VOR/DME. Then via OTG R-236 and ONL R-052 to ONL VORTAC.

WOLBACH TRANSITION (SCHEP2.OBH): From over SCHEP INT via OTG R-045 to OTG VOR/DME. Then via OTG R-215 and OBH R-034 to OBH VORTAC.

TAKE-OFF OBSTACLE NOTES RWY 4: Multiple trees beginning 800' from DER, 264' left of centerline, up to 75' AGL/921' MSL.

Rod on building 2528' from DER, 1175' left of centerline, 78' AGL/922' MSL.

Fence 803' from DER, 585' left of centerline, 15' AGL/860' MSL. Antenna on OL building 456' from DER, 319' left of centerline, 13' AGL/850' MSL. Light poles 1932' from DER, 718' left of centerline, 45' AGL/885' MSL.

Stack 4535' from DER, 481' left of centerline, 139' AGL/949' MSL. RWY 22: Tree 2906' from DER, 833' right of centerline, 94' AGL/934' MSL.

Hopper 1716' from DER, 456' left of centerline, 48' AGL/888' MSL. RWY 30L: Multiple trees beginning 1113' from DER, 701' left of centerline, up to 80' AGL/919' MSL.

Tree 1230' from DER, 633' right of centerline, 30' AGL/877' MSL.

Ground 28' from DER, 490' right of centerline, 0' AGL/844' MSL.

RWY 17: Antenna 1272' from DER, 562' right of centerline, 57' AGL/891' MSL.

Pole 409' from DER, 530' right of centerline, 29' AGL/866' MSL.

Wind direction indicator on building 2619' from DER, 881' left of centerline, 97' AGL/918' MSL.

Building 2619' from DER, 859' left of centerline, 84' AGL/905' MSL. Light 1176' from DER, 291' right of centerline, 11' AGL/875' MSL.

Tree 2619' from DER, on centerline, 79' AGL/900' MSL.

RWY 30R: Building 1056' from DER, 198' left of centerline, 13' AGL/853' MSL. Multiple trees beginning 3010' from DER, 334' left of centerline, up to 94' AGL/940' MSL. Light pole 1849' from DER, 698' right of centerline, 17' AGL/871' MSL.

Fence 1327' from DER, 667' right of centerline, 8' AGL/ 857' MSL. Tree 3703' from DER, 350' right of centerline, 67' AGL/ 914' MSL. Rod on pole 3143' from DER, 47' right of centerline, 38' AGL/898' MSL.

RWY 35: Tree 175' from DER, 398' right of centerline, 73' AGL/883' MSL.

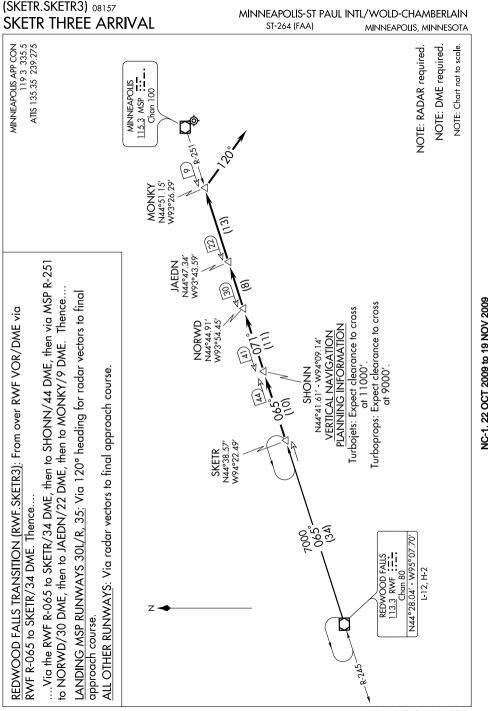
Multiple trees beginning 1989' from DER, 351' left of centerline, up to 65' AGL/902' MSL. Multiple buildings beginning 5.5 NM from DER, 1787' left of centerline, up to 811' AGL/1743' MSL.

RWY 12R: Multiple trees beginning 1477' from DER, 407' left of centerline, up to 86' AGL/851' MSL.

Multiple trees beginning 1426' from DER, 124' right of centerline, up to 111'AGL/847' MSL.

Light pole 1408' from DER, 746' right of centerline, 85' AGL/843' MSL. Radar reflector 983' from DER, 32' left of centerline, 15' AGL/829' MSL.

Pipe on building 826' from DER, 576' left of centerline, 10' AGL/825' MSL. OL on LOC 766' from DER, on centerline, 7' AGL/821' MSL.



(SMERF2.SMERF) 07298 MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)SMERF TWO DEPARTURE (RNAV) MINNEAPOLIS, MINNESOTA SL-264 (FAA) ATIS DEP 120 8 TAKE-OFF MINIMUMS: CLNC DEL 133.2 Rwy 4, 22, 12L, 12R, 17: Standard.

MINNEAPOLIS TOWER Rwy 35: Standard with minimum climb of 219' per NM to 2100. 123.95 273.55 (12L-30R) Rwy 30L: Standard with minimum climb of 210 feet per NM to 2100.

126.7 273.55 (12R-30L, 4-22) Rwy 30R: Standard with minimum climb of 220 feet per NM to 2100. 123.675 273.55 (17-35)

MINNEAPOLIS DEP CON DEPARTURE CROSSING RESTRICTIONS: SOUTH or EAST 124.7 357.4

Runway 12L/R requires an ATC climb gradient of 504' per NM to 3500. NORTH or WEST 125.75 357.4 Runway 17 requires an ATC climb gradient of 367' per NM to 3500.

SMERF Rwy 12L/12R MINNEAPOLIS (assigned 060° CW 100°) 115.3 MSP ... 3500 Chan 100 2100 ZOGAP NOTE: DME/DME/IRU required. NOTE: RNAV 1. NOTE: RADAR required. MSp 8 Arc

22 OCT 2009 to 19 NOV 2009

Rwy 17 (assigned 230° CW 285°)

3500

(NOTES CONTINUED ON FOLLOWING PAGE) NOTE: Chart not to scale.

TAKE-OFF RUNWAY 4: Climb heading 043° to 2100. Thence....

DEPARTURE ROUTE DESCRIPTION

V

TAKE-OFF RUNWAYS 12L/12R: Initially assigned heading 060° clockwise to 100°, cross FCM VOR/DME 17 DME Arc at or above 3500, maintain assigned

altitude. If unable to comply, advise ATC as soon as possible prior to departure. Thence....

FLYING CLOUD 111.8 FCM **∷∵**

Chan 55

TAKE-OFF RUNWAY 17: Initially assigned heading 230° clockwise to 285°, cross MSP VOR/DME 8 DME Arc at or above 3500, maintain assigned altitude. If unable to comply, advise ATC as soon as possible prior to departure. Thence....

TAKE-OFF RUNWAYS 22, 35, 30L/R: Climb on assigned heading for radar vectors. Thence

....expect radar vectors to ZOGAP, then via 287° track to SMERF. Turbojet aircraft maintain 7000 or lower assigned altitude, all other aircraft maintain 5000 or lower assigned altitude. Expect filed altitude/flight level 10 minutes after departure.

(SMERF2.SMERF) 07298 MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP) SMERF TWO DEPARTURE (RNAV)

MINNEAPOLIS, MINNESOTA SL-264 (FAA)

TAKE-OFF OBSTACLE NOTES

RWY 4: Multiple trees beginning 800' from DER, 264' left of centerline, up to 75' AGL/921' MSL.

Rod on building 2528' from DER, 1175' left of centerline, 78' AGL/922' MSL. Fence 803' from DER, 585' left of centerline, 15' AGL/860' MSL. Ant. on OL building 456' from DER, 319' left of centerline, 13' AGL/850' MSL.

LT poles 1932' from DER, 718' left of centerline, 45' AGL/885' MSL. Stack 4535' from DER, 481' left of centerline, 139' AGL/949' MSL. RWY 22: Tree 2906' from DER, 833' right of centerline, 94' AGL/934' MSL.

Hopper 1717' from DER, 456' left of centerline, 48' AGL/888' MSL. RWY 30L: Multiple trees beginning 1113' from DER, 701' left of centerline, up to

80' AGL/919' MSL. Tree 1230' from DER, 633' right of centerline, 30' AGL/877' MSL.

Ground 28' from DER, 490' right of centerline, 0' AGL/844' MSL.

RWY 17: Antenna 1272' from DER, 562' right of centerline, 57' AGL/891' MSL. Pole 409' from DER, 530' right of centerline, 29' AGL/866' MSL.

Wind direction indicator on blda 2619' from DER, 881' left of centerline. 97' AGL/918' MSL. Bldg 2619' from DER, 859' left of centerline, 84' AGL/905' MSL. LT 1176' from DER, 291' right of centerline, 11' AGL/875' MSL.

Tree 2619' from DER, on centerline, 79' AGL/900' MSL.

RWY 30R: Bldg 1056' from DER, 198' left of centerline, 13' AGL/853' MSL.
Multiple trees beginning 3010' from DER, 334' left of centerline, up to 94' AGL/940' MSL. LT pole 1849' from DER, 698' right of centerline, 17' AGL/871' MSL.

Fence 1327' from DER, 667' right of centerline, 8' AGL/857' MSL. Tree 3703' from DER, 350' right of centerline, 67' AGL/914' MSL.

Rod on pole 3143' from DER, 47' right of centerline, 38' AGL/898' MSL. RWY 35: Tree 175' from DER, 398' right of centerline, 73' AGL/883' MSL. Multiple trees beginning 1989' from DER, 351' left of centerline, up to 65' AGL/902' MSL.

Multiple buildings beginning 5.45 NM from DER, 1787' left of centerline, up to 811' AGL/1743' MSĽ. RWY 12R: Multiple trees beginning 1477' from DER, 407' left of centerline, up to 86' AGL/851' MSL. Multiple trees beginning 1426' from DER, 124' right of centerline, up to

111' AGL/847' MSL. LT pole 1408' from DER, 746' right of centerline, 85' AGL/843' MSL. Radar reflector 983' from DER, 32' left of centerline, 15' AGL/829' MSL.

Pipe on bldg, 826' from DER, 576' left of centerline, 10' AGL/825' MSL. OL on LOC 766' from DER, on centerline, 7' AGL/821' MSL.

NC-1 22 OCT 2009 to 19 NOV 2009

(IWOLF.IWOLFI) 09071 TWOLF ONE ARRIVAL MINNEAPOLIS, MINNESOTA ST-264 (FAA) MINNEAPOLIS APP CON ANOKA COUNTY-BLAINE AIRPORT GOPHER 126.95 335.5 (JANES FIELD) 117.3 GEP :___. 118.72 (MSP RWY 35) Chan 120 CRYSTAL ST. PAUL DOWNTOWN ANOKA COUNTY ATIS 120.625 HOLMAN FIFLD CRYSTAL ATIS 124.475 FLYING CLOUD FLYING CLOUD ATIS 124.9 ♠ MINNEAPOLIS-ST. PAUL INTL/ MINNEAPOLIS ATIS WOLD CHAMBERLAIN 135.35 239.275 FLYING CLOUD R-174 ST. PAUL DOWNTOWN ATIS SLIKK 111.8 FCM **∷**-N44°47.90′ 118.35 Chan 55 W93°17.21′ N44°49.54′-W93°27.41 AIRI AKE **FARMINGTON** TRGET 115.7 FGT ::=: N44°13.88′-W93°27.73′ Chan 104 (36) VERTICAL NAVIGATION N44°37.86′-W93°10.93′ PLANNING INFORMATION **GDNEE** MSP: Expect clearance to cross at 11000'. N44°30.68' All other airports: Turbojet: Expect W93°15.97' clearance to cross at 8000'. PIKKL Turboprop: Expect clearance to N44°22.82' cross at 7000'. W93°21.49′ R-081 22 CT 2009 to 19 NOV 2009 62 MANKATO LYNKS 110.8 MKT **Ξ**₹ N44°06.89' Chan 45 W93°28.39' 84 **KGEEE** N43°44.94' W93°30.48' **TWOLF** N43°17.00′ W93°33.09′ Ego. FORT DODGE 113.5 FOD **∷**... Chan 82 N42°36.67′-W94°17.69′ TICKT NOTE: RADAR required. L-12, H-5 N42°53.71′ NOTE: DME required. W93°59.01' (NARRATIVE ON FOLLOWING PAGE) NOTE: Chart not to scale.

ARRIVAL DESCRIPTION

FORT DODGE TRANSITION (FOD.TWOLF1): From over FOD VORTAC via FOD R-032 to TWOLF Thence

....From over TWOLF via GEP R-178 to KGEEE, then via GEP R-178 to TRGET INT, then via FGT R-201 to FGT VORTAC. Thence

LANDING MSP RWYS 12L/R: From over FGT VORTAC via FGT R-330 to SLIKK, thence via 300° heading for radar vectors to final approach course.

LANDING MSP RWYS 30L/R, 4, 22, 17, 35: Via radar vectors to final approach course.

ALL OTHER AIRPORTS: From over TRGET INT via FCM VOR/DME R-174 to FCM VOR/DME then expect radar vectors to final approach course.

(UKN2.UKN) 08157 MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN(MSP) WAUKON TWO DEPARTURE MINNEAPOLIS, MINNESOTA SL-264 (FAA) ATIS DEP 120.8 TAKE-OFF OBSTACLE NOTES CLNC DEL RWY 4: Multiple trees beginning 800' from DER, 264' left of centerline, up to 75' AGL/921' MSL. 133.2 Rod on building 2528' from DER, 1175' left of centerline, 78' AGL/922' MSL. MINNEAPOLIS TOWER Fence 803' from DER, 585' left of centerline, 15' AGL/860' MSL. 123.95 273.55 (12L-30R) Antenna on OL building 456' from DER, 319' left of centerline, 13' AGL/850' MSL. 126.7 273.55 (12R-30L, 4-22) Light poles 1932' from DER, 718' left of centerline, 45' AGL/885' MSL. 123.675 273.55 (17-35) Stack 4535' from DER, 481' left of centerline, 139' AGL/949' MSL. MINNEAPOLIS DEP CON SOUTH or EAST 124.7 357.4 (NOTES CONTINUED ON FOLLOWING PAGE) NORTH or WEST 125.75 357.4 MINNEAPOLIS 115.3 MSP ... Chan 100 DME aircraft Rwy 12L/12R (assigned 060° CW 100°) 3500 MSP[8 FLYING CLOUD 111.8 FCM ::-: Chan 55 Non DME Aircraft Rwy 12L/12R (assigned 060° CW 100°) Rwy 17 3500 (assigned 230° CW 285°) 3500 FARMINGTON 115.7 FGT **==**: Chan 104 N44°37.86′-W93°10.92 HALFWAY SHUZE 111.2 FOW ::=: N44°21.45' Chan 49 W92°50.44′ WAUKON 116.6 UKN ::-Chan 113 N43°16.81′ W91°32.24′ TAKE-OFF MINIMUMS Rwy 4, 22, 12L, 12R, 17: Standard. Rwy 35: Standard with minimum climb of 219' per NM to 2100. Rwy 30L: Standard with minimum climb of 210' per NM to 2100. Rwy 30R: Standard with minimum climb of 220' per NM to 2100. DEPARTURE CROSSING RESTRICTIONS Runway 12L/R DME aircraft requires an ATC climb gradient of 504' per NM to 3500. Runway 12L/R Non-DME aircraft requires an ATC climb gradient of 582' per NM to 3500. Runway 17 requires an ATC climb gradient of 403' per NM to 3500. DUBUQUE 115.8 DBQ **Ξ**∷: Chan 105 N42°24.09′ W90°42.55′ L-28, H-5 NOTE: RADAR required. (NARRATIVE ON FOLLOWING PAGE) NOTE: Chart not to scale.

22 CT 2009 to 19 NOV 2009

(UKN2.UKN) 08157

WAUKON TWO DEPARTURE

MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

22-1 22 OCT 2009 to 19 NOV 2009

SL-264 (FAA)

MINNEAPOLIS, MINNESOTA



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF ALL RUNWAYS: Fly assigned heading for radar vectors to FGT VORTAC then via FGT R-132 and UKN R-314 to UKN VORTAC. Turbojet aircraft maintain 7000 or lower assigned altitude, all other aircraft maintain 5000 or lower assigned altitude.

DME EQUIPPED AIRCRAFT RWY 12L/12R DEPARTURES: Initially assigned heading 060° clockwise to

100°, cross FCM 17 DME at or above 3500, maintain assigned altitude. If unable to comply, advise ATC as soon as possible prior to departure. Thence. . . .

TAKE-OFF RUNWAY 17: Initially assigned heading 230° clockwise to 285° cross MSP 8 DME at or

departure. Thence. . . . NON DME EQUIPPED AIRCRAFT RWY 12L/12R DEPARTURES: Initially assigned heading 060° clockwise to 100°: cross FGT R-010 at or above 3500, maintain assigned allitude. If unable to comply,

above 3500, maintain assigned altitude. If unable to comply, advise ATC as soon as possible prior to

advise ATC as soon as possible prior to departure. Thence. . . .

TAKE-OFF RUNWAYS 4, 22, 30L/30R, 35: Initially assigned heading. Thence. . . .

....via transition or assigned route. Expect clearance to filed altitude/flight level 10 (ten) minutes after departure.

DUBUQUE TRANSITION (UKN2.DBQ): From over UKN VORTAC via UKN R-140 and DBQ R-322 to DBQ VORTAC.

TAKE-OFF OBSTACLE NOTES (cont.)

RWY 22: Tree 2906' from DER, 833' right of centerline, 94' AGL/934' MSL.

Hopper 1716' from DER, 456' left of centerline, 48' AGL/888' MSL. RWY 17: Antenna 1272' from DER, 562' right of centerline, 57' AGL/891' MSL.

Pole 409' from DER, 530' right of centerline, 29' AGL/866' MSL.

Wind direction indicator on building 2619' from DER, 881' left of centerline, 97' AGL/918' MSL.

Building 2619' from DER, 859' left of centerline, 84' AGL/905' MSL

Light 1176' from DER, 291' right of centerline, 11' AGL/875' MSL. Tree 2619' from DER, on centerline, 79' AGL/900' MSL.

RWY 30L: Multiple trees beginning 1113' from DER, 701' left of centerline, up to 80' AGL/919' MSL. Tree 1230' from DER, 633' right of centerline, 30' AGL/877' MSL.

Ground 28' from DER, 490' right of centerline 0' AGL/844' MSL. RWY 30R: Building 1056' from DER, 198' left of centerline, 13' AGL/853' MSL.

Multiple trees beginning 3010' from DER, 334' left of centerline, up to 94' AGL/940' MSL.

Light pole 1849' from DER, 698' right of centerline, 17' AGL/871' MSL. Fence 1327' from DER, 667' right of centerline, 8' AGL/857' MSL.

Tree 3703' from DER, 350' right of centerline, 67' AGL/914' MSL.

Rod on pole 3143' from DER, 47' right of centerline, 38' AGL/898' MSL.

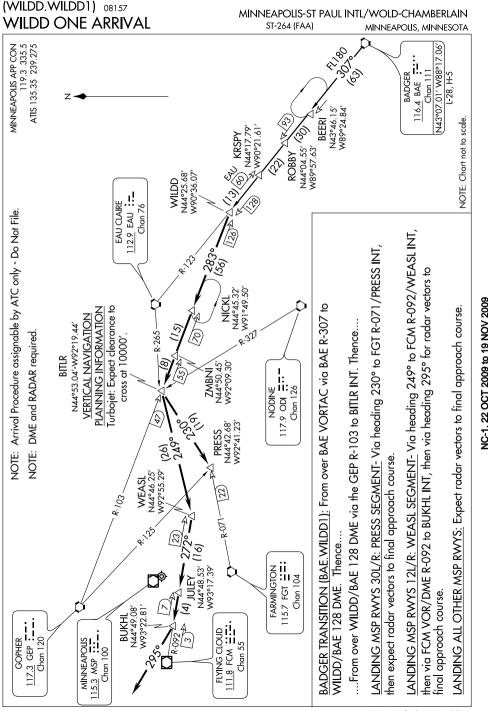
RWY 35: Tree 175' from DER, 398' right of centerline, 73' AGL/883' MSL. Multiple trees beginning 1989' from DER, 351' left of centerline, up to 65' AGL/902' MSL.

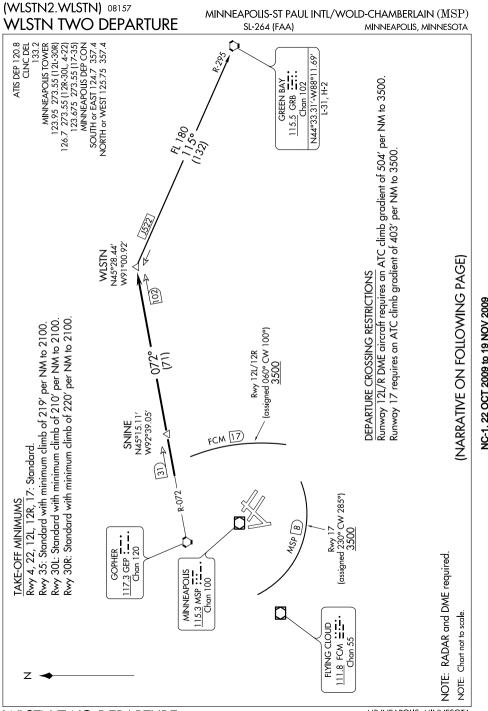
Multiple buildings beginning 5.5 NM from DER, 1787' left of centerline, up to 811' AGL/1743' MSL. RWY 12R: Multiple trees beginning 1477' from DER, 407' left of centerline, up to 86' AGL/851' MSL.

Multiple trees beginning 1426' from DER, 124' right of centerline, up to 111' AGL/847' MSL. Light pole 1408' from DER, 746' right of centerline, 85' AGL/843' MSL.

Radar reflector 983' from DER, 32' left of centerline, 15' AGL/829' MSL. Pipe on building, 826' from DER, 576' left of centerline, 10' AGL/825' MSL.

OL on LOC 766' from DER, on centerline, 7' AGL/821' MSL.





(WLSTN2.WLSTN) 08157 WLSTN TWO DEPARTURE

MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP) SL-264 (FAA)

MINNEAPOLIS, MINNESOTA

77

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF ALL RUNWAYS: Fly assigned heading for radar vectors to GEP R-072 to WLSTN/GEP 102 DME. Turboiet aircraft maintain 7000 or lower assigned altitude, all other aircraft maintain 5000 or

lower assigned altitude.

TAKE-OFF RUNWAY 12L/12R: Initially assigned heading 060° clockwise to 100°, cross FCM 17 DME at or above 3500, maintain assigned altitude. If unable to comply, advise ATC as soon

as possible prior to departure. Thence. . . .

TAKE-OFF RUNWAY 17: Initially assigned heading 230° clockwise to 285° cross MSP 8 DME at or above 3500, maintain assigned altitude. If unable to comply, advise ATC as soon as possible prior to departure. Thence. . . .

TAKE-OFF RUNWAYS 4, 22, 30L/30R, 35: Initially assigned heading. Thence. . . .

....via transition or assigned route. Expect clearance to filed altitude/flight level 10 (ten) minutes after departure.

GREEN BAY TRANSITION (WLSTN2.GRB): From over WLSTN INT via GRB R-295 to GRB VORTAC.

TAKE-OFF OBSTACLE NOTES

RWY 4: Multiple trees beginning 800' from DER, 264' left of centerline, up to 75' AGL/921' MSL. Rod on building 2528' from DER, 1175' left of centerline, 78' AGL/922' MSL.

Fence 803' from DER, 585' left of centerline, 15' AGL/860' MSL. Antenna on OL building 456' from DER, 319' left of centerline, 13' AGL/850' MSL.

Light poles 1932' from DER, 718' left of centerline, 45' AGL/885' MSL.

Stack 4535' from DER, 481' left of centerline, 139' AGL/949' MSL. RWY 22: Tree 2906' from DER, 833' right of centerline, 94' AGL/934' MSL.

Hopper 1716' from DER, 456' left of centerline, 48' AGL/888' MSL.

RWY 30L: Multiple trees beginning 1113' from DER, 701' left of centerline, up to 80' AGL/919' MSL. Tree 1230' from DER, 633' right of centerline, 30' AGL/877' MSL.

Ground 28' from DER, 490' right of centerline, 0' AGL/844' MSL.

RWY 17: Antenna 1272' from DER, 562' right of centerline, 57' AGL/891' MSL. Pole 409' from DER, 530' right of centerline, 29' AGL/866' MSL.

Wind direction indicator on building 2619' from DER, 881' left of centerline, 97' AGL/918' MSL.

Building 2619' from DER, 859' left of centerline, 84' AGL/905' MSL. Light 1176' from DER, 291' right of centerline, 11' AGL/875' MSL.

Tree 2619' from DER, on centerline, 79' AGL/900' MSL. RWY 30R: Building 1056' from DER, 198' left of centerline, 13' AGL/853' MSL.

Multiple trees beginning 3010' from DER, 334' left of centerline, up to 94' AGL/940' MSL.

Light pole 1849' from DER, 698' right of centerline, 17' AGL/871' MSL. Fence 1327' from DER, 667' right of centerline, 8' AGL/ 857' MSL.

Tree 3703' from DER, 350' right of centerline, 67' AGL/ 914' MSL.

Rod on pole 3143' from DER, 47' right of centerline, 38' AGL/898' MSL. RWY 35: Tree 175' from DER, 398' right of centerline, 73' AGL/883' MSL.

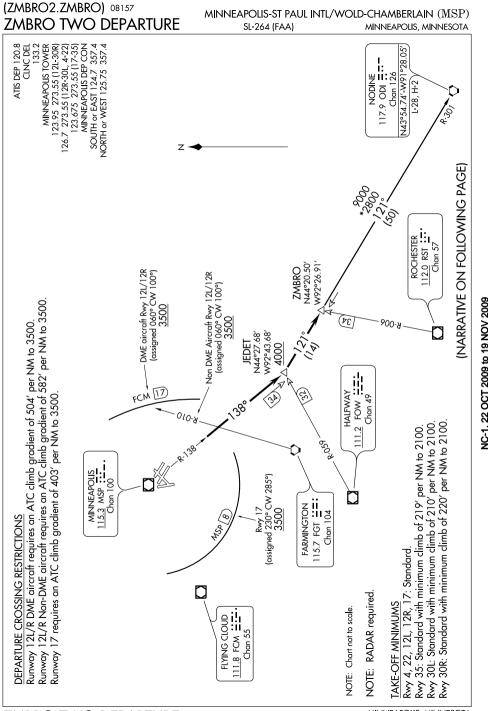
Multiple trees beginning 1989' from DER, 351' left of centerline, up to 65' AGL/902' MSL. Multiple buildings beginning 5.5 NM from DER, 1787' left of centerline, up to 811' AGL/1743' MSL.

RWY 12R: Multiple trees beginning 1477' from DER, 407' left of centerline, up to 86' AGL/851' MSL.

Multiple trees beginning 1426' from DER, 124' right of centerline, up to 111'AGL/847' MSL.

Light pole 1408' from DER, 746' right of centerline, 85' AGL/843' MSL. Radar reflector 983' from DER, 32' left of centerline, 15' AGL/829' MSL. Pipe on building 826' from DER, 576' left of centerline, 10' AGL/825' MSL.

OL on LOC 766' from DER, on centerline, 7' AGL/821' MSL.



(ZMBRO2.ZMBRO) 08157 MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP) ZMBRO TWO DEPARTURE

SL-264 (FAA)

MINNEAPOLIS, MINNESOTA

V

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF ALL RUNWAYS: Fly assigned heading for radar vectors to MSP R-138 to JEDET INT/ MSP 34 DME, at or above 4000; then via ODI R-301 to ZMBRO INT/ODI 50 DME. Turboiet aircraft maintain 7000 or lower assigned altitude, all other aircraft maintain 5000 or lower assigned altitude.

DME EQUIPPED AIRCRAFT RWY 12L/12R DEPARTURES: Initially assigned heading 060° clockwise to 100°, cross FCM 17 DME at or above 3500, maintain assigned altitude. If unable to comply, advise

ATC as soon as possible prior to departure. Thence. . . .

TAKE-OFF RUNWAY 17: Initially assigned heading 230° clockwise to 285° cross MSP 8 DME

at or above 3500, maintain assigned altitude. If unable to comply, advise ATC as soon as possible prior to departure. Thence. . . . NON-DME EQUIPPED AIRCRAFT RWY 12L/12R DEPARTURES: Initially assigned heading 060°

clockwise to 100°, cross FGT R-010 at or above 3500, maintain assigned altitude. If unable to comply, advise ATC as soon as possible prior to departure. Thence. . . .

TAKE-OFF RUNWAYS 4, 22, 30L/30R, 35: Initially assigned heading, thence. via transition or assigned route. Expect clearance to filed altitude/flight level 10 (ten) minutes after

NODINE TRANSITION (ZMBRO2.ODI): From over ZMBRO INT via ODI R-301 to ODI VORTAC.

TAKE-OFF OBSTACLE NOTES

departure.

RWY 4: Multiple trees beginning 800' from DER, 264' left of centerline, up to 75' AGL/921' MSL. Rod on building 2528' from DER, 1175' left of centerline, 78' AGL/922' MSL.

Fence 803' from DER, 585' left of centerline, 15' AGL/860' MSL. Antenna on OL building 456' from DER, 319' left of centerline, 13' AGL/850' MSL. Light poles 1932' from DER, 718' left of centerline, 45' AGL/885' MSL.

Stack 4535' from DER, 481' left of centerline, 139' AGL/949' MSL. RWY 22: Tree 2906' from DER, 833' right of centerline, 94' AGL/934' MSL.

Hopper 1716' from DER, 456' left of centerline, 48' AGL/888' MSL. RWY 30L: Multiple trees beginning 1113' from DER, 701' left of centerline, up to 80' AGL/919' MSL.

Tree 1230' from DER, 633' right of centerline, 30' AGL/877' MSL.

Ground 28' from DER, 490' right of centerline, 0' AGL/844' MSL.

RWY 17: Antenna 1272' from DER, 562' right of centerline, 57' AGL/891' MSL. Pole 409' from DER, 530' right of centerline, 29' AGL/866' MSL.

Wind direction indicator on building 2619' from DER, 881' left of centerline, 97' AGL/918' MSL. Building 2619' from DER, 859' left of centerline, 84' AGL/905' MSL. Light 1176' from DER, 291' right of centerline, 11' AGL/875' MSL. Tree 2619' from DER, on centerline, 79' AGL/900' MSL. RWY 30R: Building 1056' from DER, 198' left of centerline, 13' AGL/853' MSL.

Multiple trees beginning 3010' from DER, 334' left of centerline, up to 94' AGL/940' MSL. Light pole 1849' from DER, 698' right of centerline, 17' AGL/871' MSL.

Fence 1327' from DER, 667' right of centerline, 8' AGL/ 857' MSL. Tree 3703' from DER, 350' right of centerline, 67' AGL/ 914' MSL. Rod on pole 3143' from DER, 47' right of centerline, 38' AGL/898' MSL.

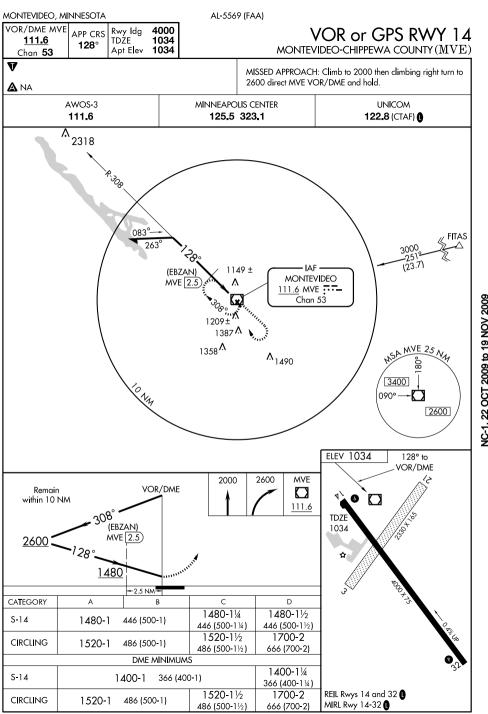
RWY 35: Tree 175' from DER, 398' right of centerline, 73' AGL/883' MSL. Multiple trees beginning 1989' from DER, 351' left of centerline, up to 65' AGL/902' MSL.

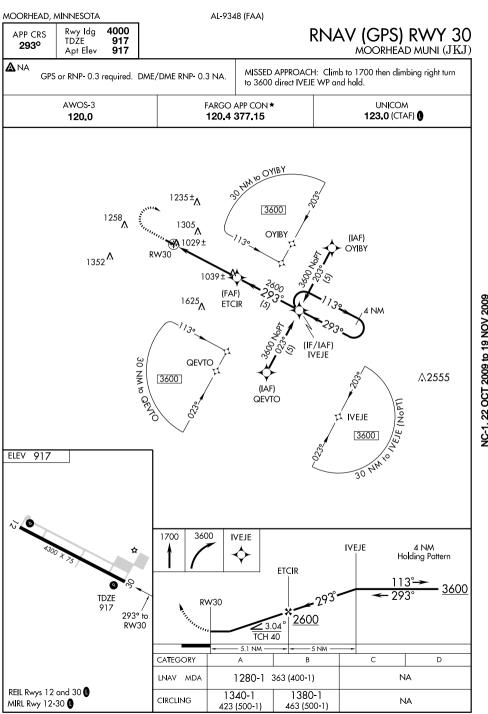
Multiple buildings beginning 5.5 NM from DER, 1787' left of centerline, up to 811' AGL/1743' MSL. RWY 12R: Multiple trees beginning 1477' from DER, 407' left of centerline, up to 86' AGL/851' MSL.

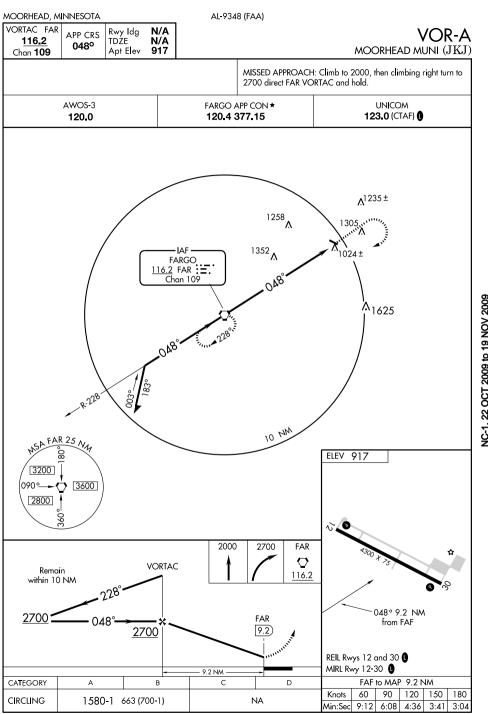
Multiple trees beginning 1426' from DER, 124' right of centerline, up to 111'AGL/847' MSL. Light pole 1408' from DER, 746' right of centerline, 85' AGL/843' MSL.

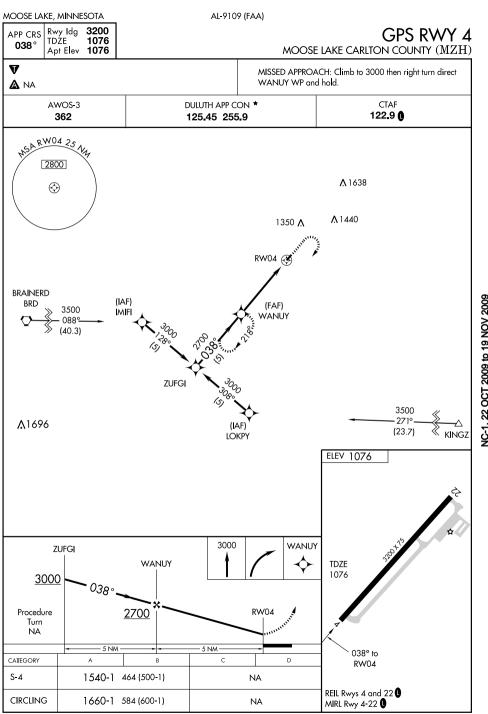
Radar reflector 983' from DER, 32' left of centerline, 15' AGL/829' MSL. Pipe on building 826' from DER, 576' left of centerline, 10' AGL/825' AGL. OL on LOC 766' from DER, on centerline, 7' AGL/821' MSL.

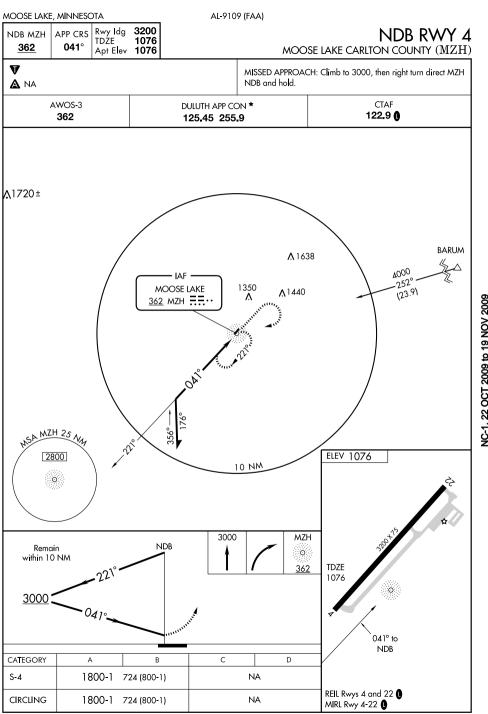
NC-1 22 OCT 2009 to 19 NOV 2009

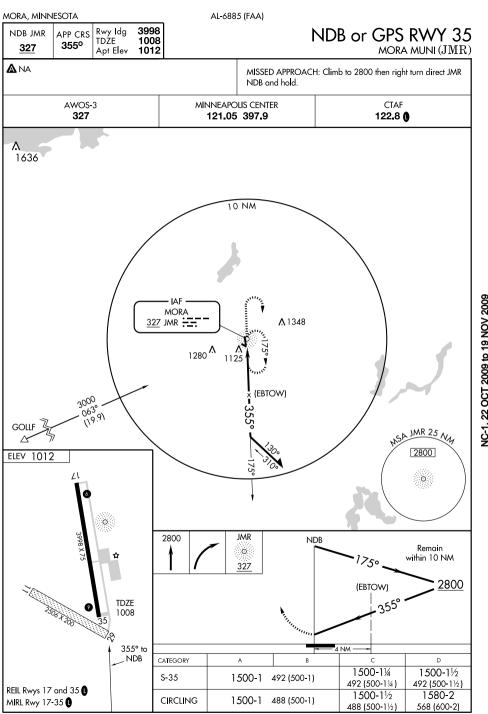


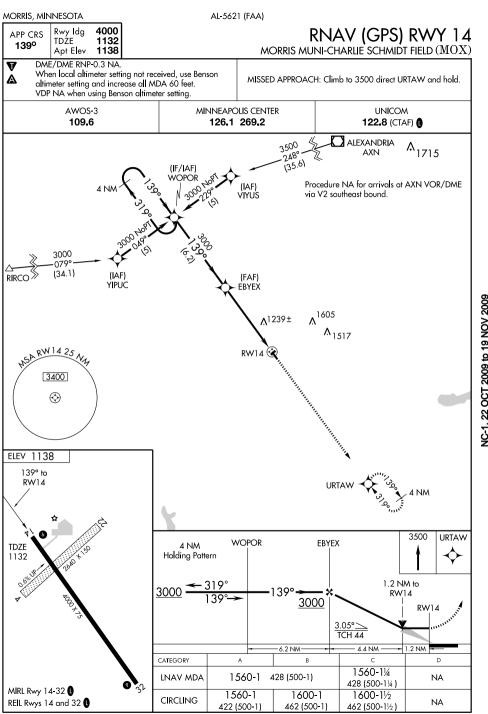


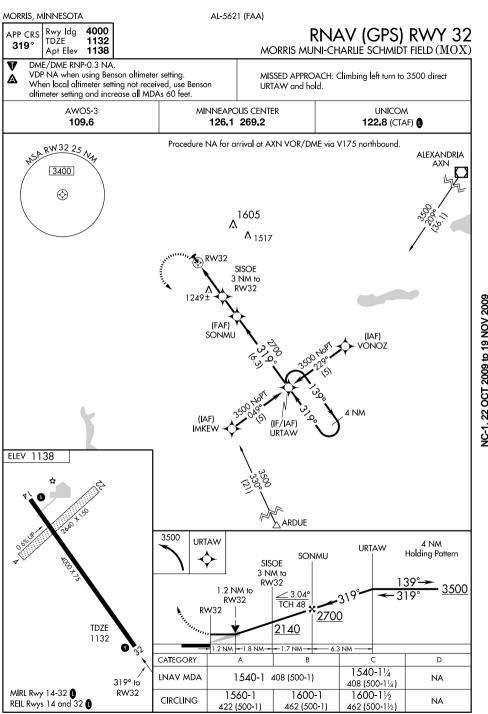


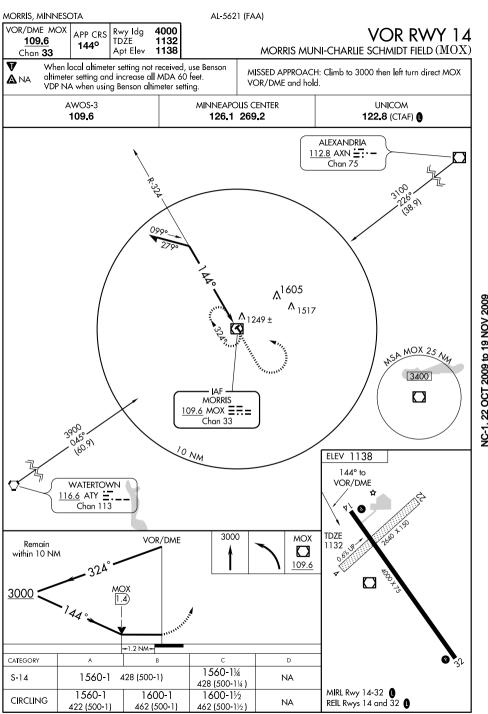




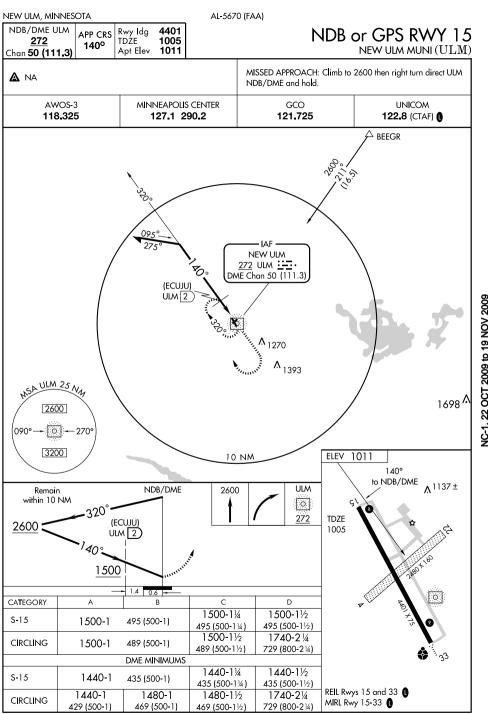


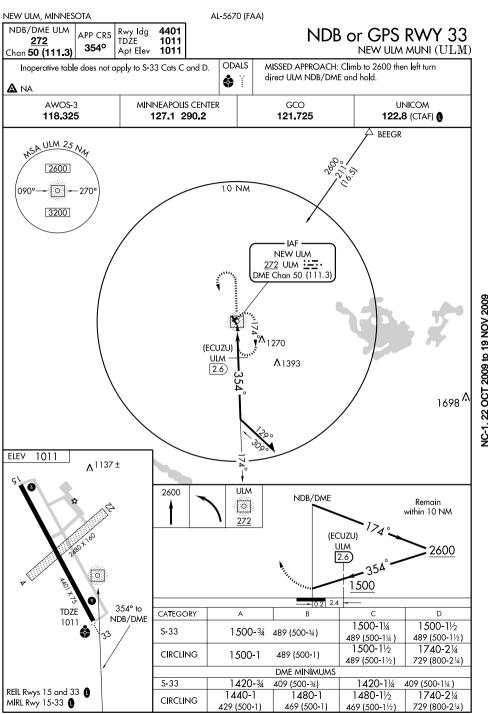


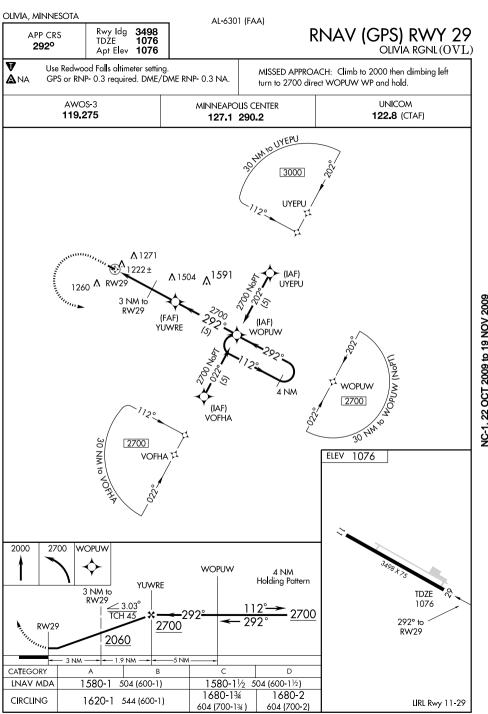


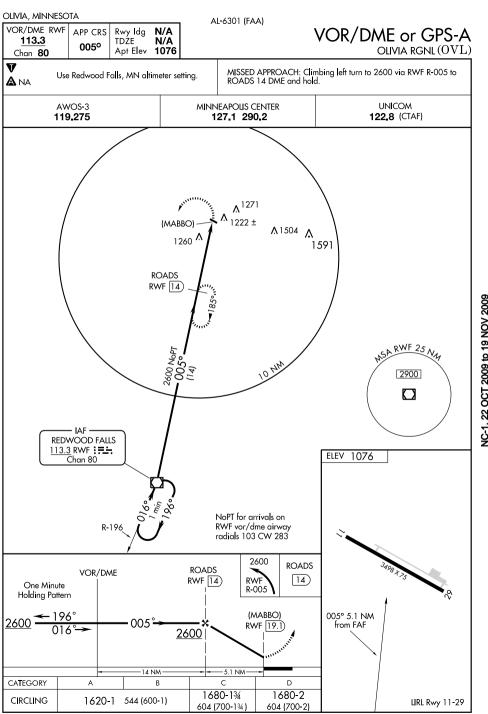


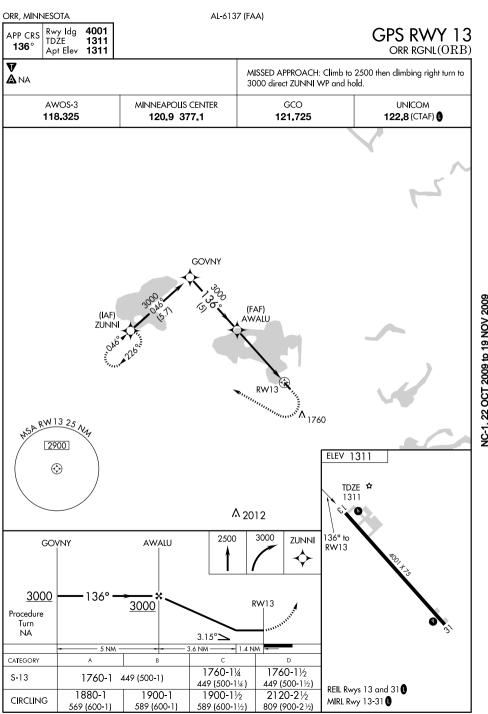
MORRIS, MINNESOTA AL-5621 (FAA) VOR/DME MOX 4000 Rwy Idg VOR RWY 32 APP CRS 109.6 TDŹE 1132 315° MORRIS MUNI-CHARLIE SCHMIDT FIELD (MOX) Apt Elev 1138 Chan 33 V VDP NA when using Benson altimeter setting. MISSED APPROACH: Climb to 3000 then When local altimeter setting not received, use Benson altimeter setting and **A**NA increase all MDAs 60 feet, and Cat. C visibility 1/4 mile, JEXIR FIX MINIMUMS left turn direct MOX VOR/DME and hold. S-32 Cat. C visibility 1/4 mile. AWOS-3 MINNEAPOUS CENTER UNICOM 109.6 126.1 269.2 122.8 (CTAF) (ALEXANDRIA NSA MOX 25 M 112.8 AXN =: -_____ Chan *75* 3400 3500 .17% e) 2019 e) IAF . MORRIS 109.6 MOX === Chan 33 ∧ ¹⁶⁰⁵ The state of the s A 1517 UC-1 22 OCT 2009 to 19 NOV 2009 **JEXIR** MOX 2.2 WATERTOWN 116.6 ATY = Chan 113 3900 ,045,91 ,045,91 10 NM 1138 **ELEV** 3000 MOX VOR/DME Remain within 10 NM 1350. 109.6 JEXIR MOX MOX 2.2 2800 1.5) 3.04° *1780 when using Benson TCH 48 172<u>0</u>* altimeter setting. 1 NM + 0.7 NM-CATEGORY Α D 1720-1½ **TDZE** S-32 1720-1 588 (600-1) NΑ 1132 588 (600-11/2) 1720-11/2 CIRCLING 1720-1 582 (600-1) NA 315° to જી 582 (600-11/2) VOR/DME JEXIR FIX MINIMUMS S-32 1500-1 368 (400-1) NA MIRL Rwy 14-32 1 1560-1 1600-1 1600-11/2 CIRCLING REIL Rwys 14 and 32 🕕 NA <u>462 (500-</u>1) 422 (500-1) 462 (500-11/2)

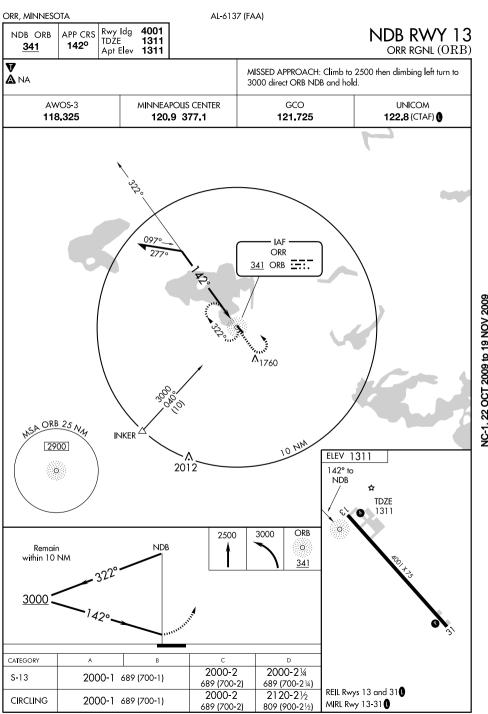


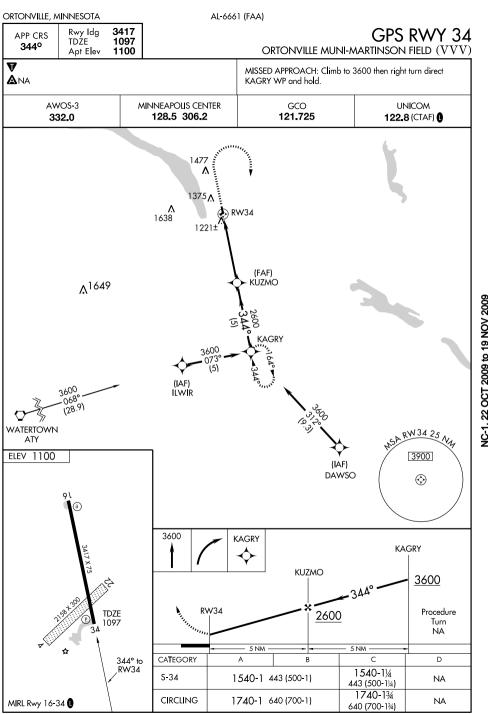


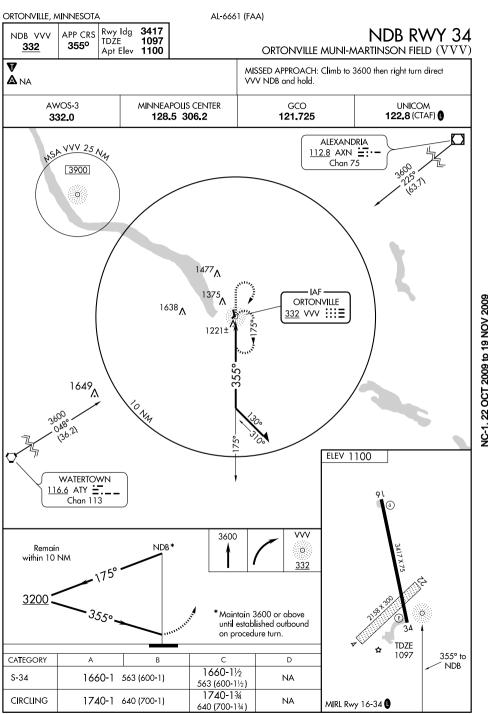


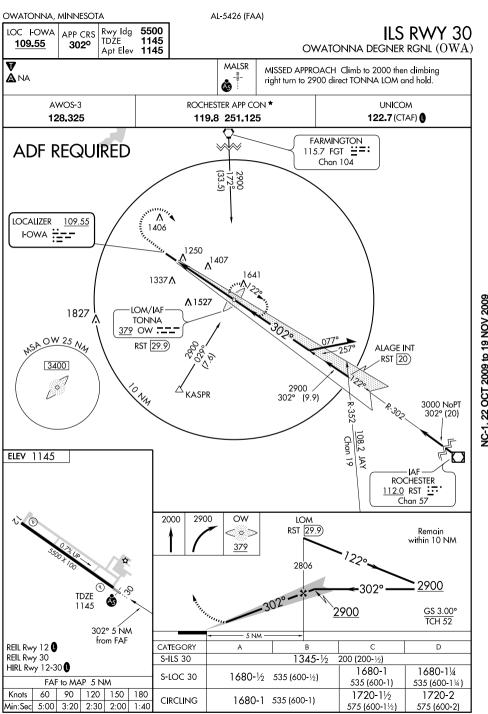


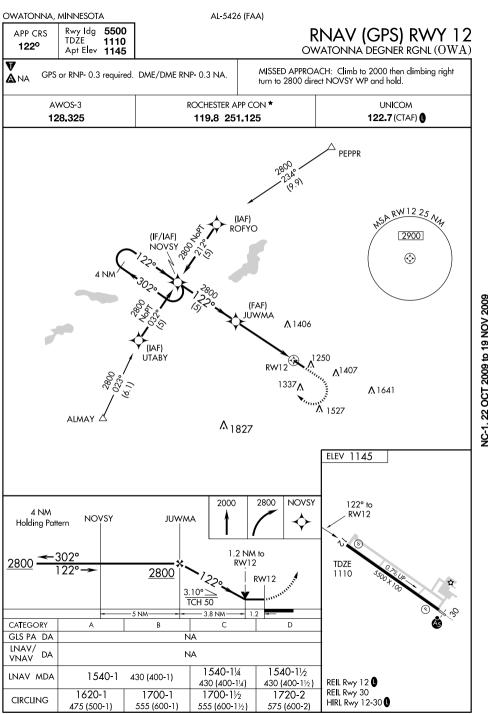


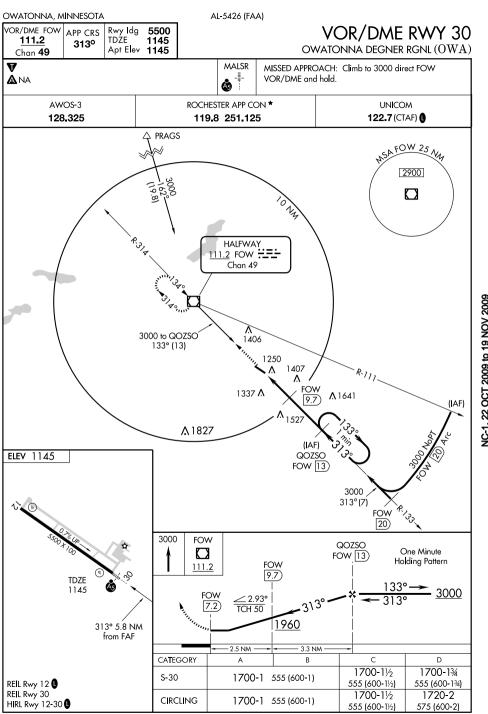


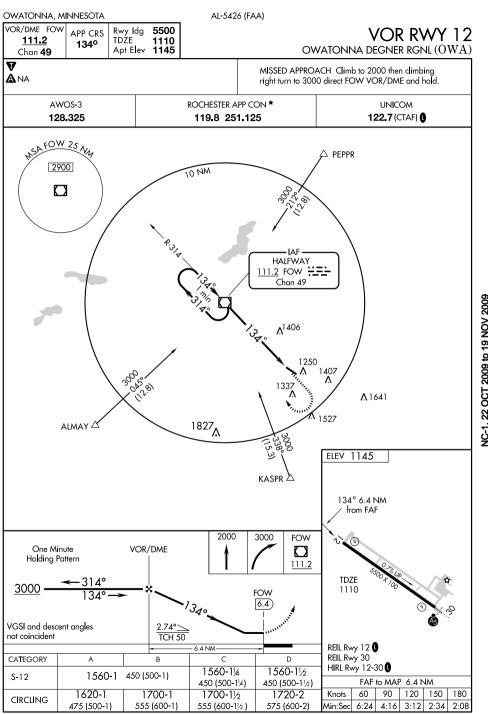


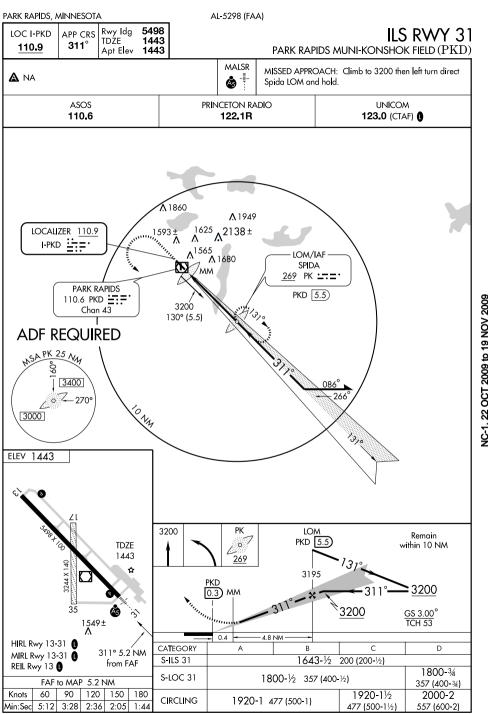


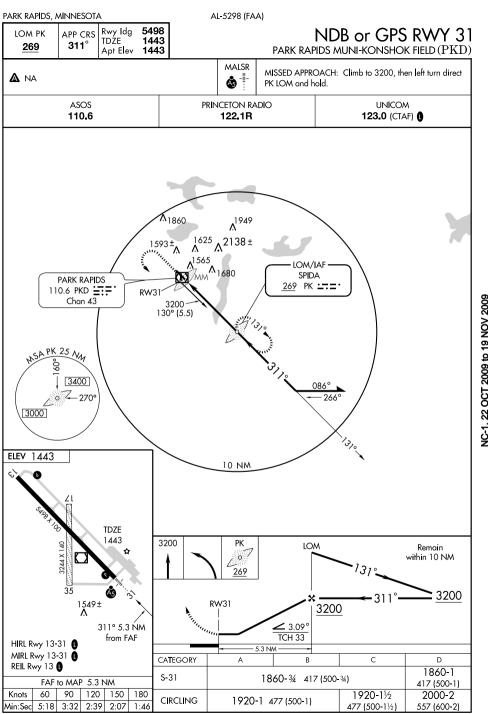


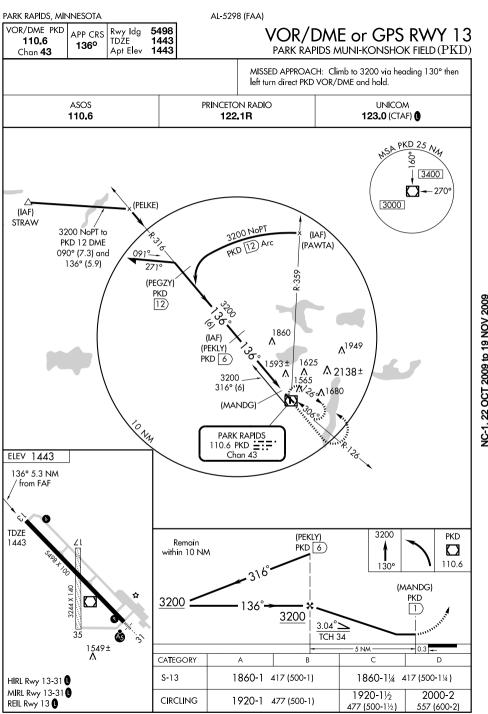


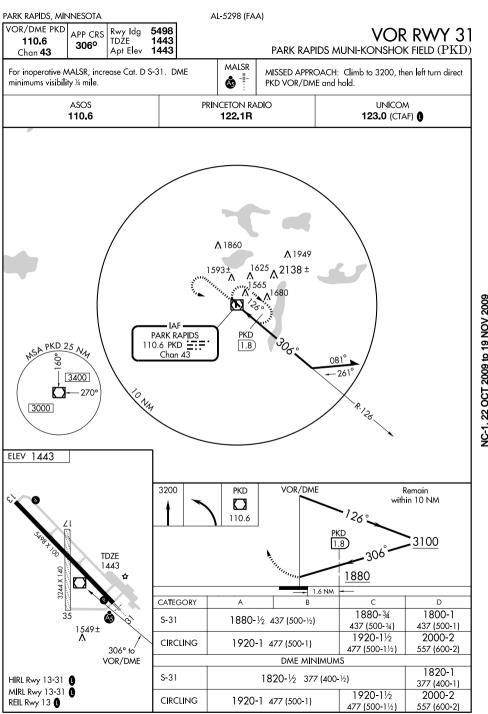


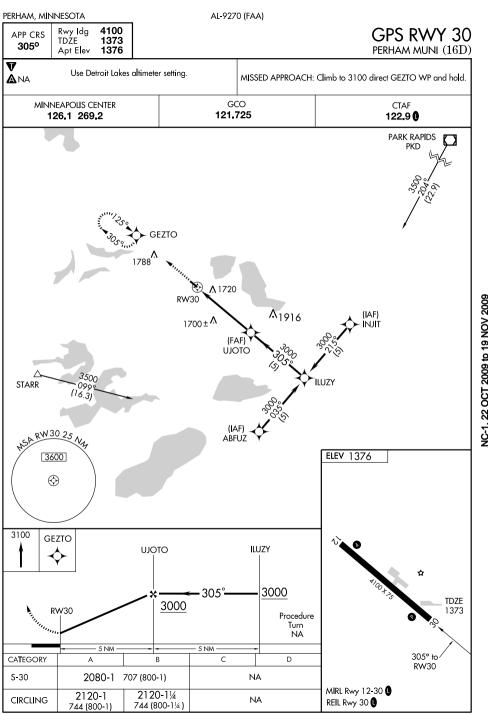


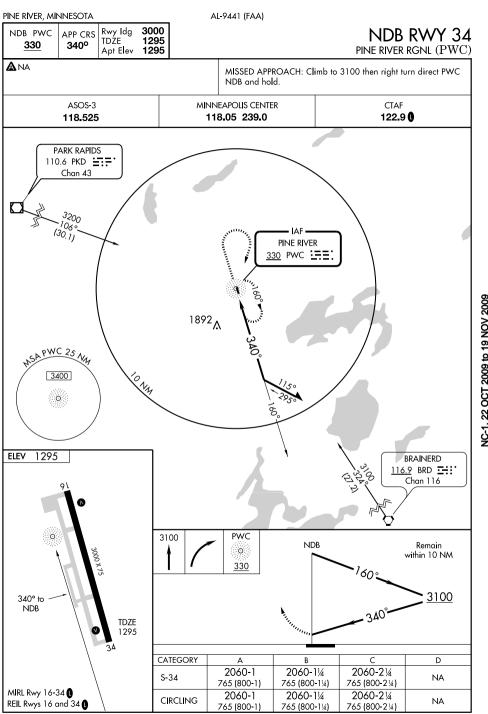


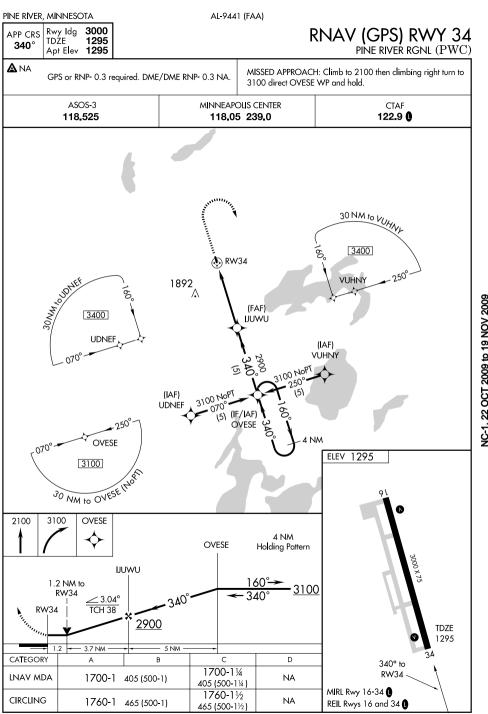


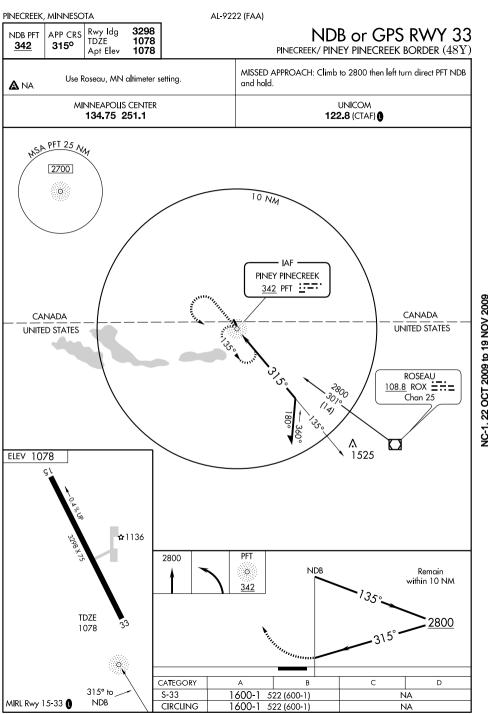




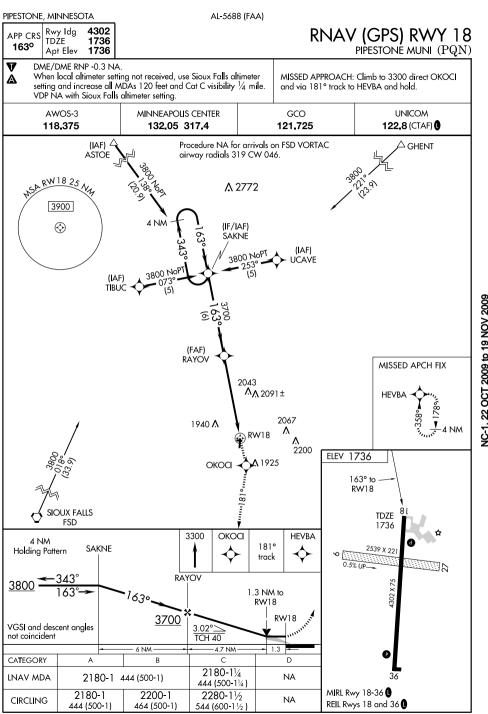


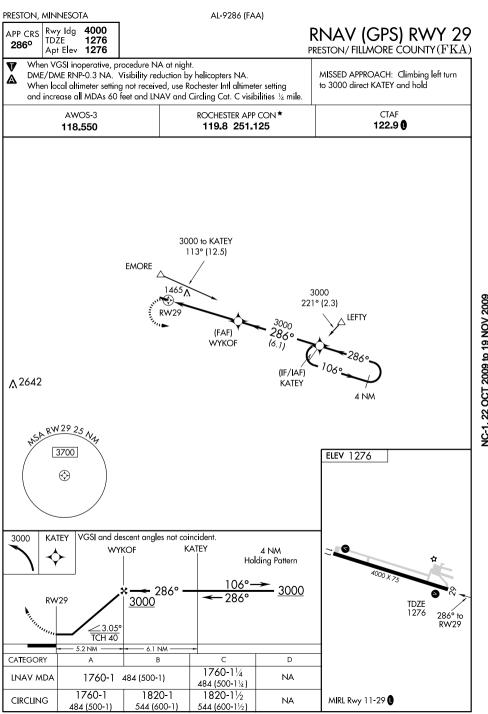


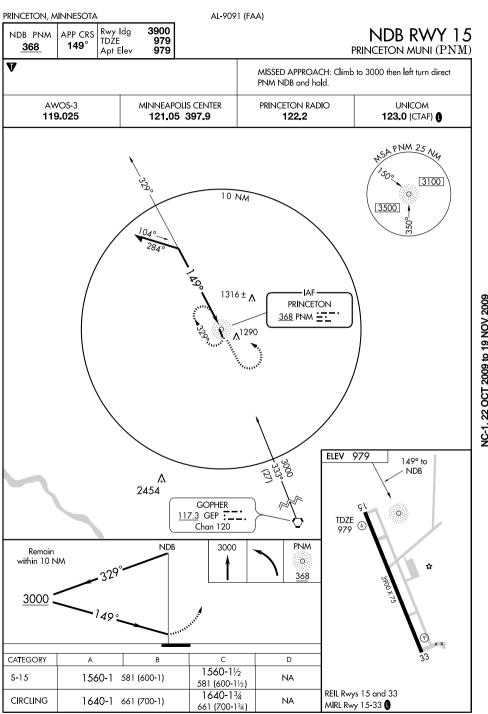


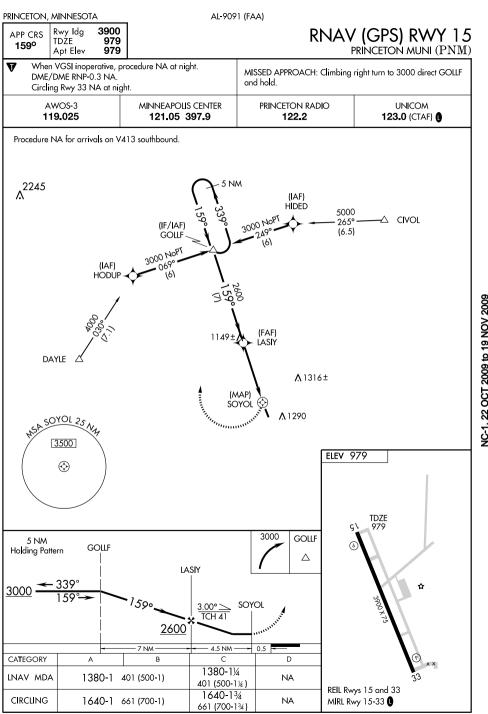


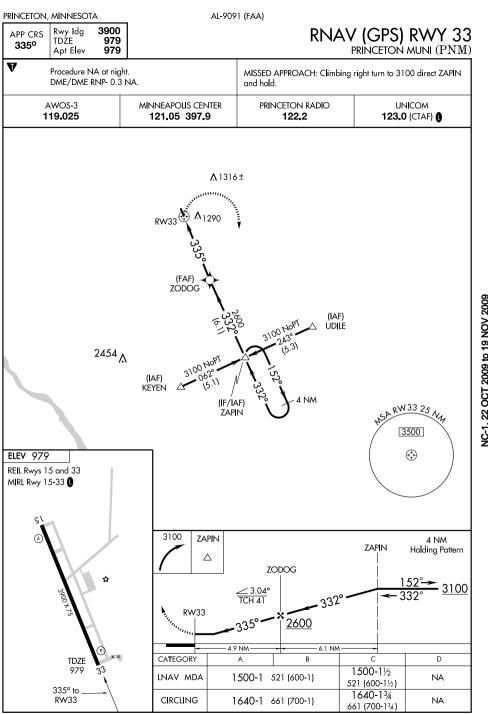
PIPESTONE, MINNESOTA AL-5688 (FAA) NDB/DME PQN 4302 Rwy Ida NDB RWY 36 APP CRS 284 TDŹE 1734 0050 Apt Elev PIPESTONE MUNI (PQN) 1736 DME Chan 28 (109.1) When local altimeter setting not received, use Sioux Falls altimeter setting MISSED APPROACH: Climb to 3300 then left and increase all MDAs 120 feet, S-36 Cat. B visibility 1/4 mile, Cat. C visibility ½ mile and TEYUB FIX MINIMUMS Cat. C visibility ¼ mile. turn direct PQN NDB and hold. VDP NA with Sioux Falls altimeter setting. AWOS-3 MINNEAPOLIS CENTER GCO UNICOM 121.725 118.375 132.05 317.4 122.8 (CTAF) 0 PIPESTONE 284 PQN =:--Λ^{2091±} DME Chan 28 (109.1) ۸²⁰⁶⁷ 1940 🖍 Λ 2200 UC-1 22 OCT 2009 to 19 NOV 2009 3300 **TFYLIR** 1925 317° (4.5) PQN 2.9 **POEMS** 2828± FSD 29 ۸ NSA PQN 25 My 3900 0 ELEV 1736 PQN 3300 NDB/DME Remain within 10 NM 0 -185 284 2539 X 221 **TEYUB** *2480 when using Sioux Falls PQN 0.5% UPaltimeter setting. 3300 **PQN** 2.9) 0059 2.3 *2360 0.6 1.6 NM CATEGORY Α C D 2360-13/4 S-36 2360-1 626 (700-1) NA 626 (700-13/4) TDZE 2360-13/4 1734 CIRCLING 624 (700-1) NA 2360-1 624 (700-13/4) 005° to 36 TEYUB FIX MINIMUMS NDB/DME 2280-11/2 S-36 2280-1 546 (600-1) NA 546 (600-11/2) 2280-11/2 REIL Rwys 18 and 36 🛭 CIRCLING 2280-1 544 (600-1) NA MIRL Rwy 18-36 (544 (600-11/2)

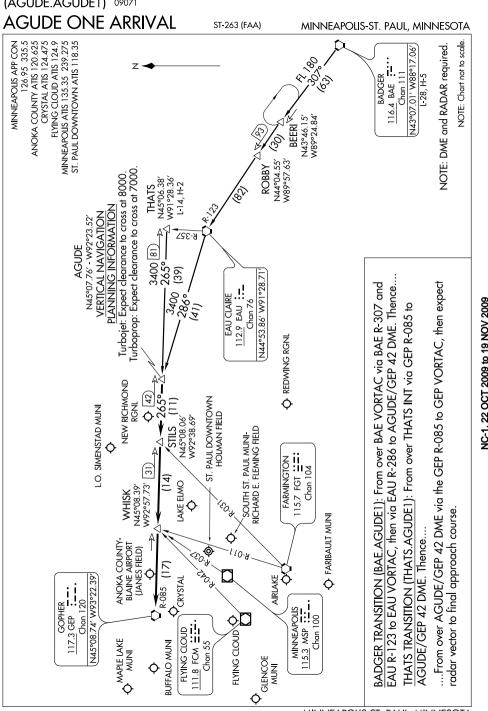


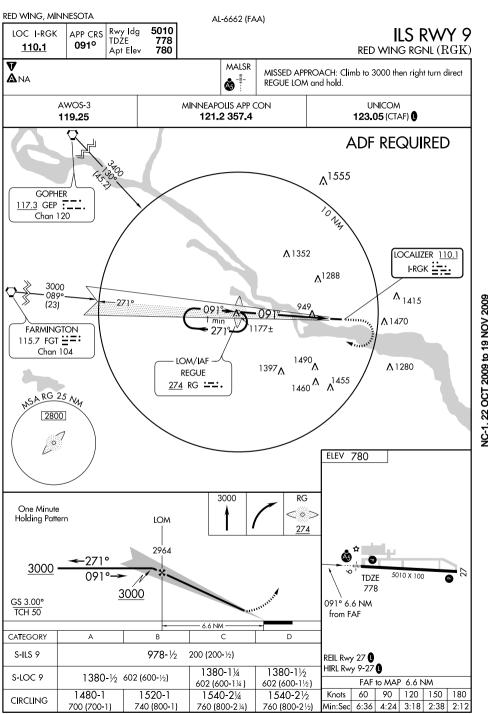


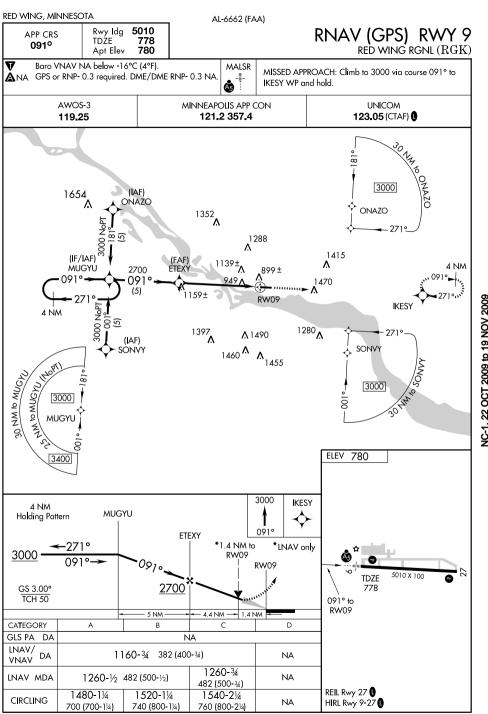


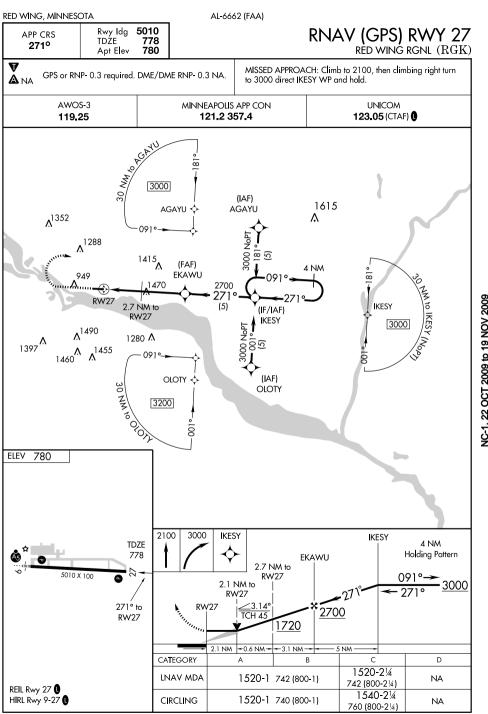


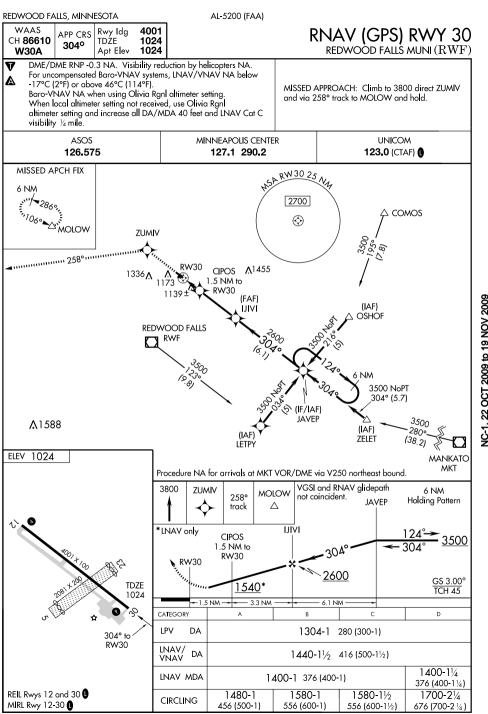


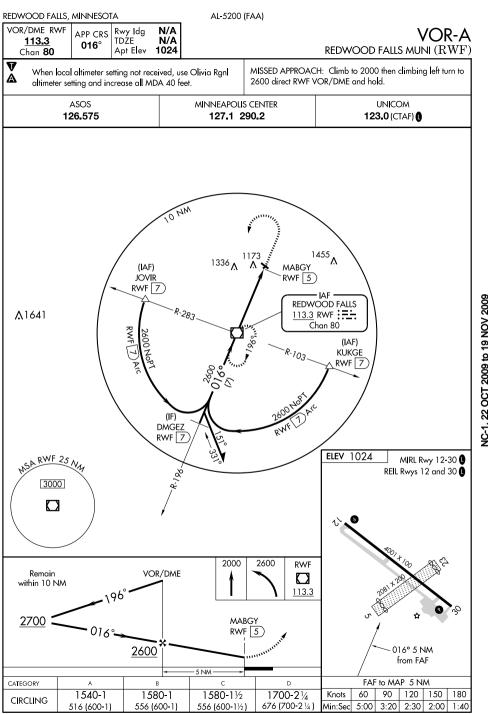


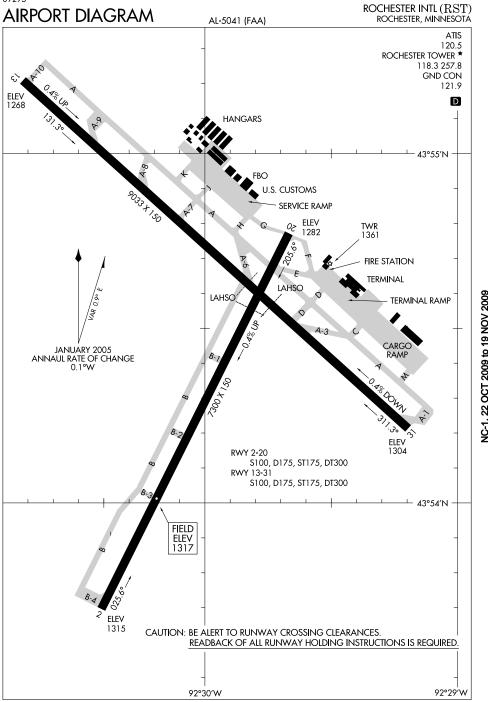


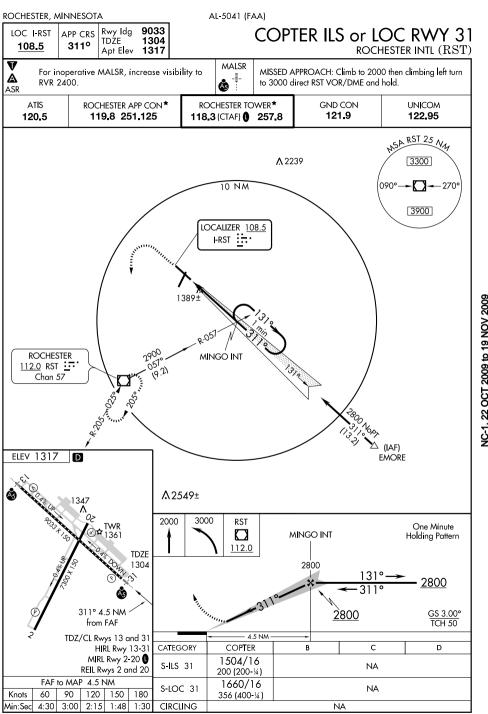


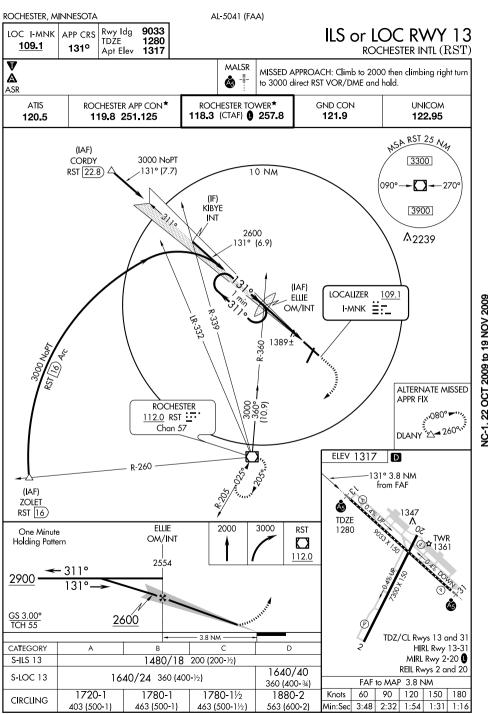


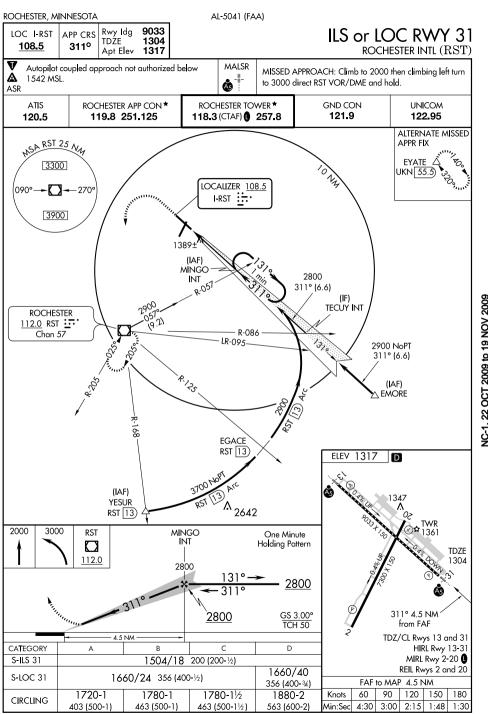


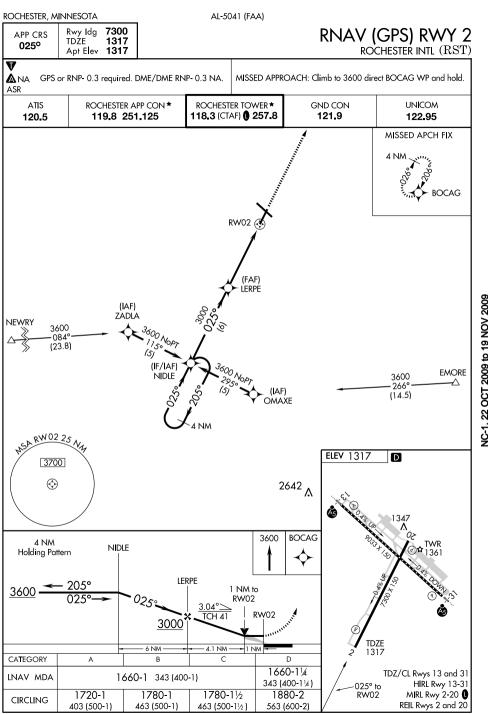


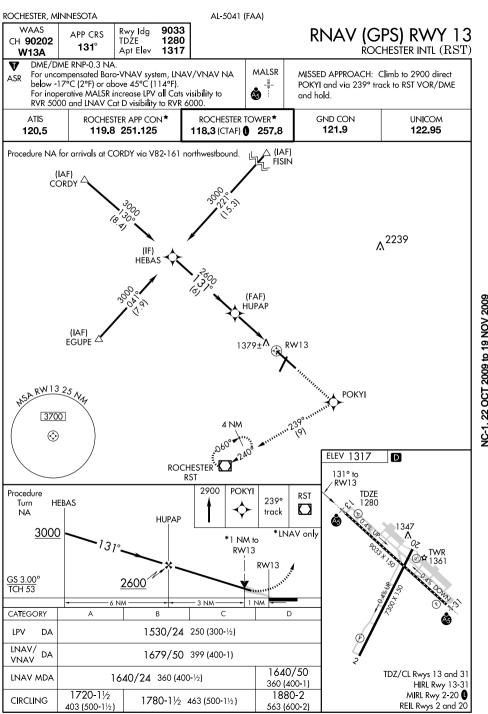


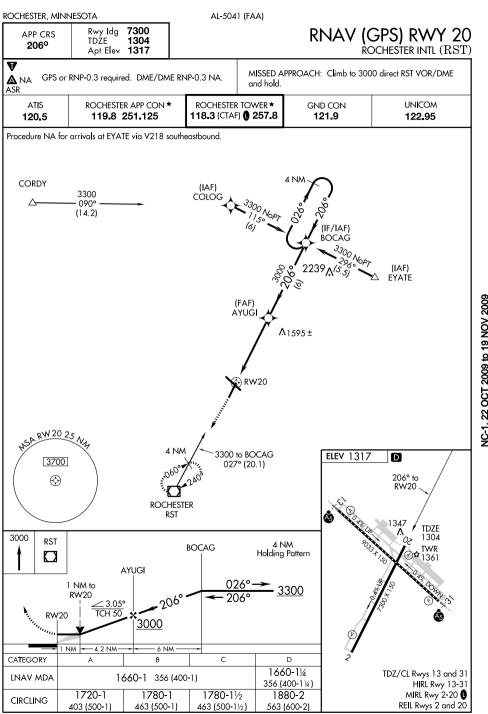












311°

Α

1720-1

403 (500-1)

3.5 NM

1620/24

* 1 NM to

№RW31

1 NM

RW31

* LNAV only

CATEGORY

GLS PA DA

LNAV/ VNAV MDA

LNAV MDA

CIRCLING

Ø\$ 1361

TDZE

1304

TDZ/CL Rwys 13 and 31

311° to

RW31

HIRL Rwy 13-31

MIRL Rwy 2-20 [

REIL Rwys 2 and 20

CERAK

В

1680/24 376 (400-1/2)

1780-1

463 (500-1)

2800

NA

316 (400-1/2)

6.6 NM

C

1780-11/2

463 (500-11/2)

UC-1 22 OCT 2009 to 19 NOV 2009

Procedure Turn NA

> GS 3.00° TCH 50

D

1620/40

316 (400-3/4) 1680/50

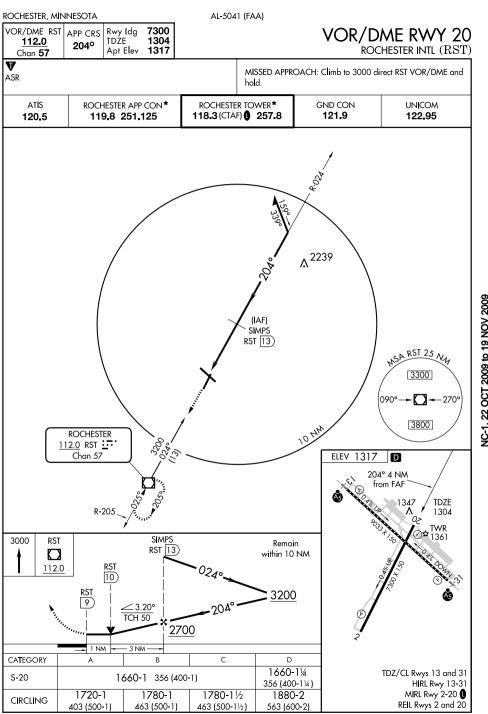
376 (400-1)

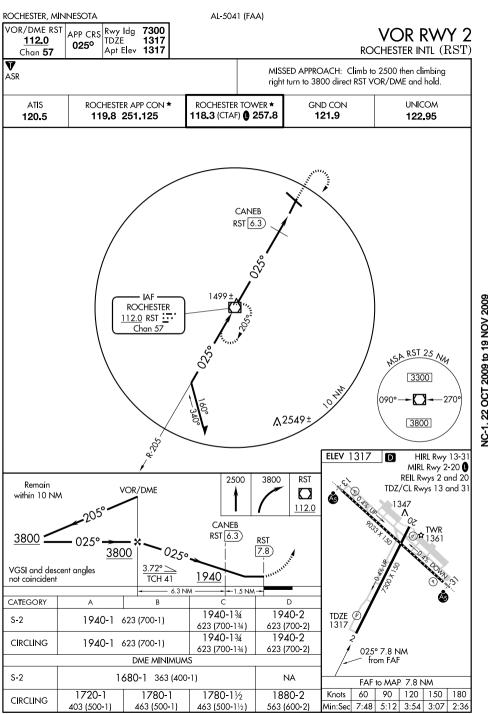
1880-2

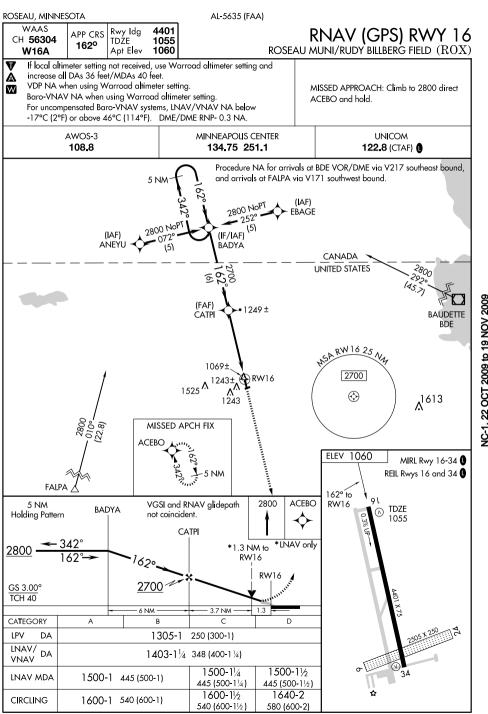
563 (600-2)

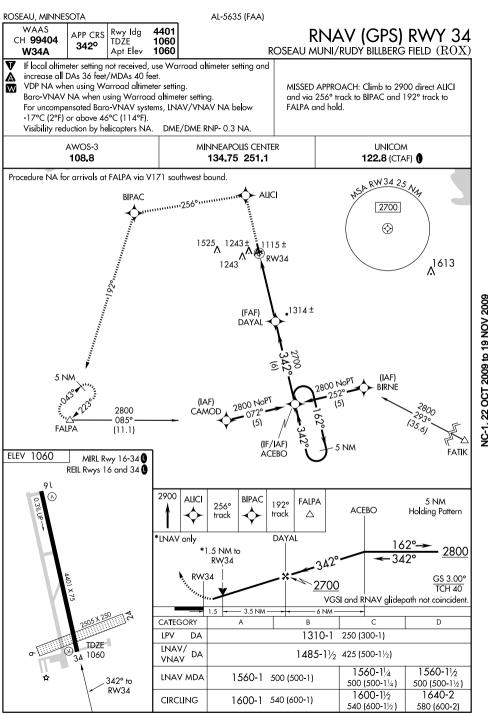
2900

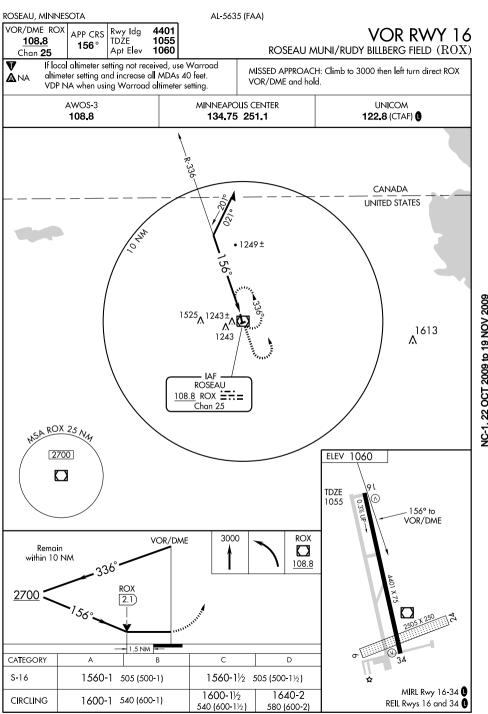
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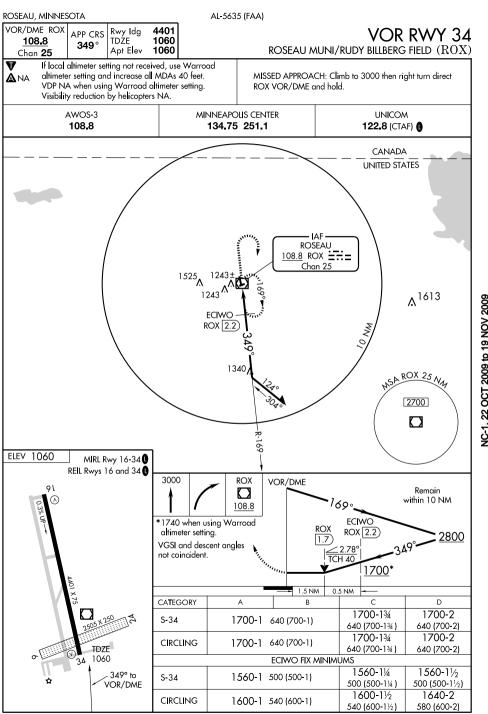


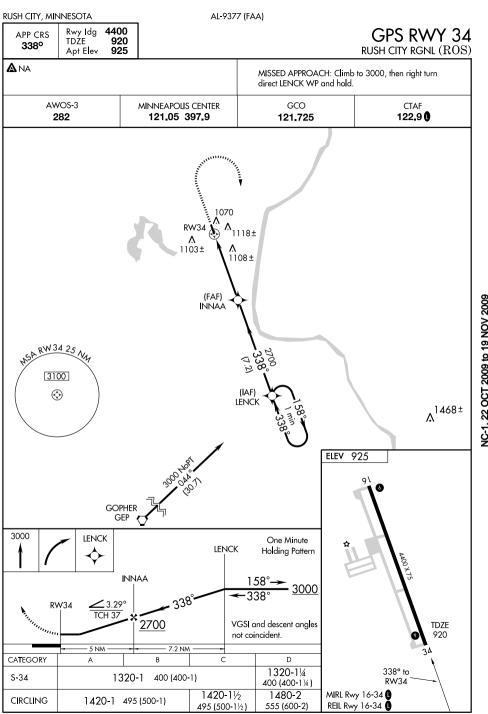


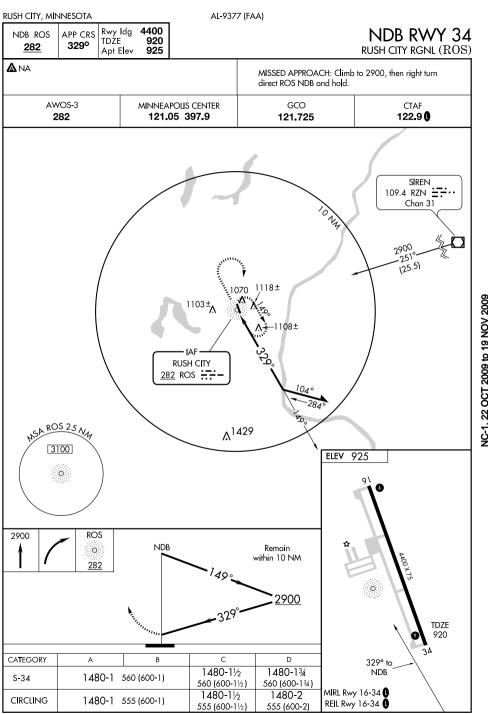


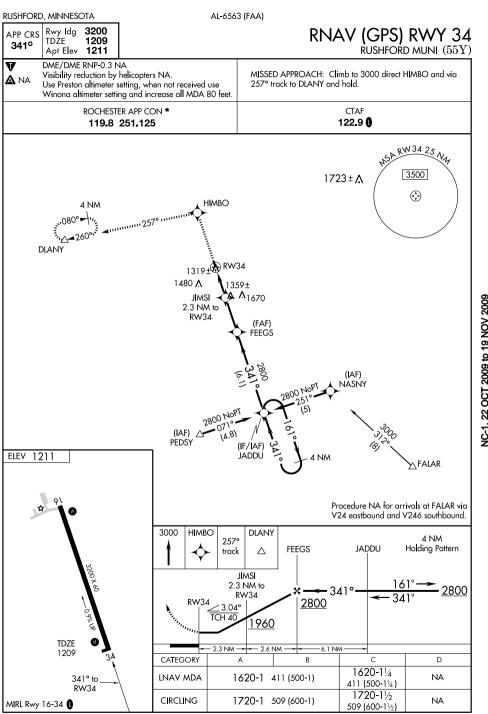


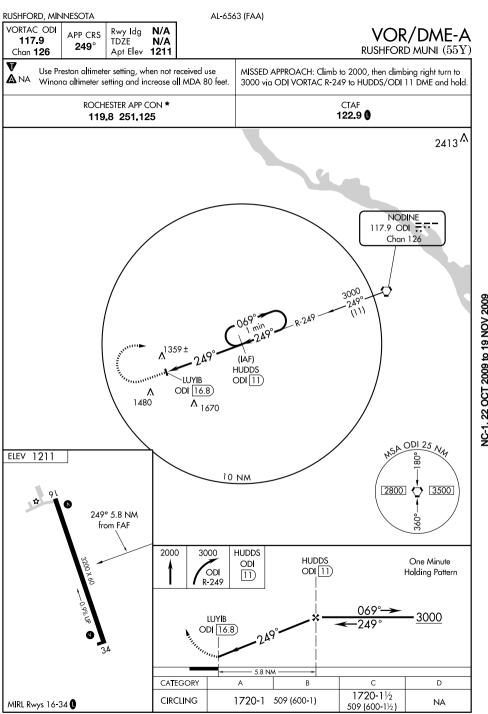


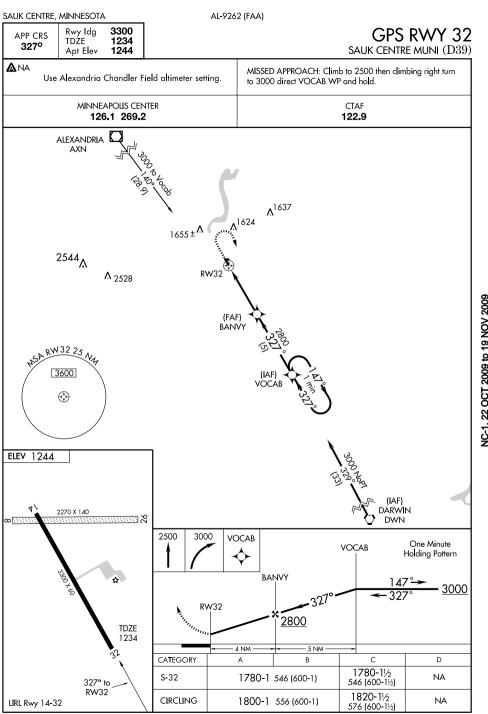


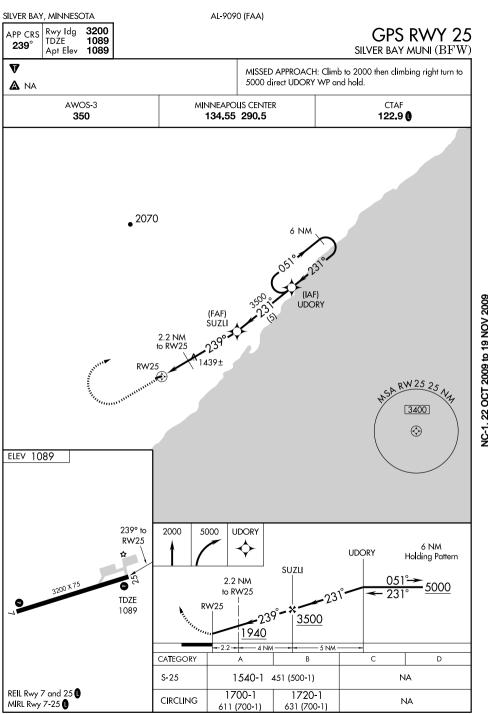


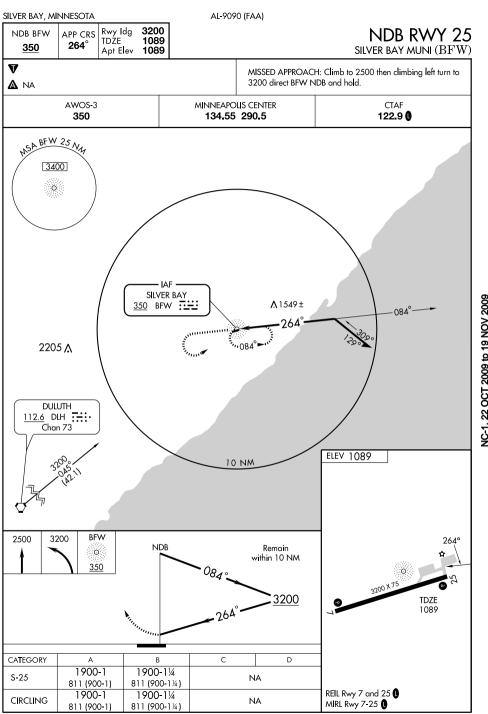


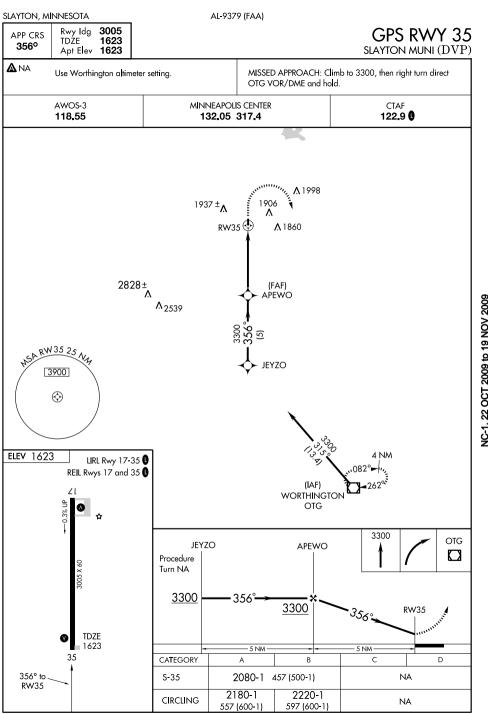


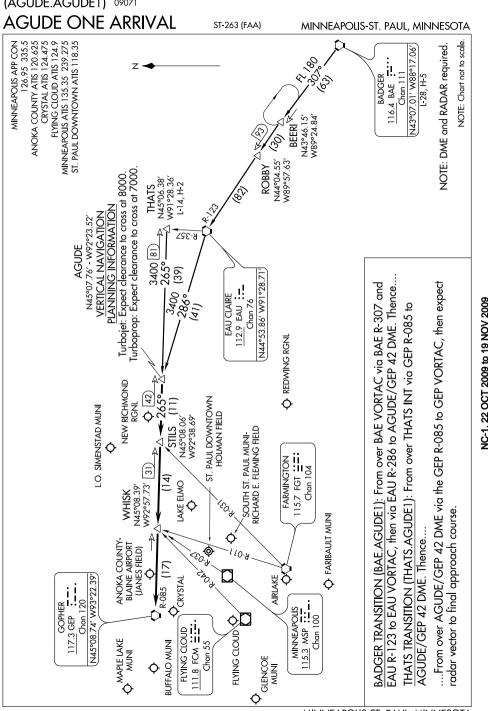


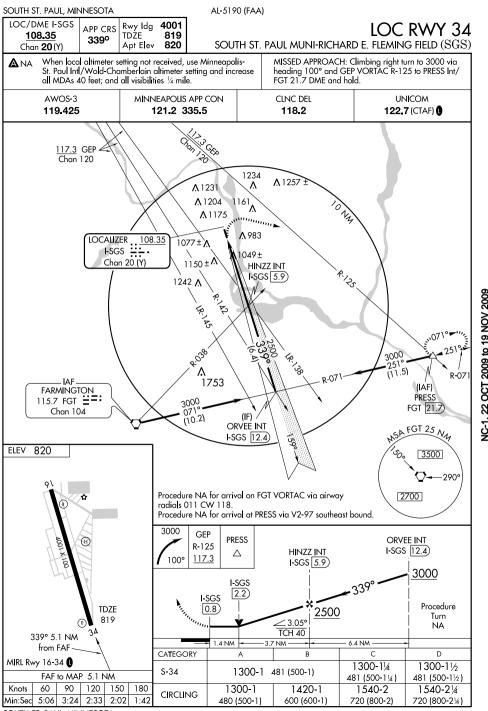


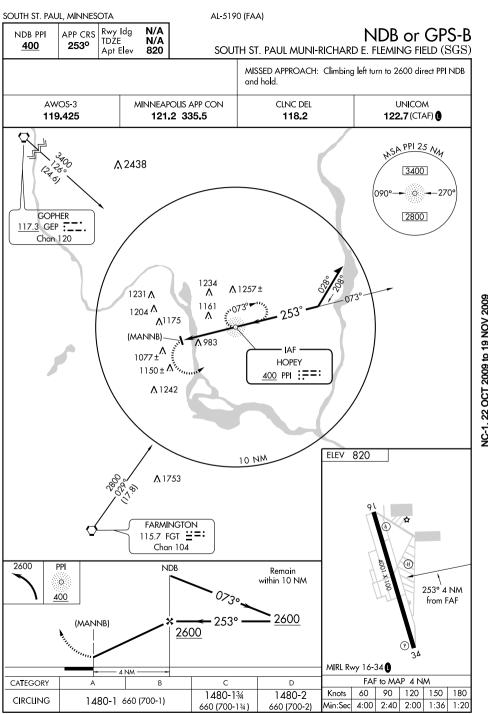


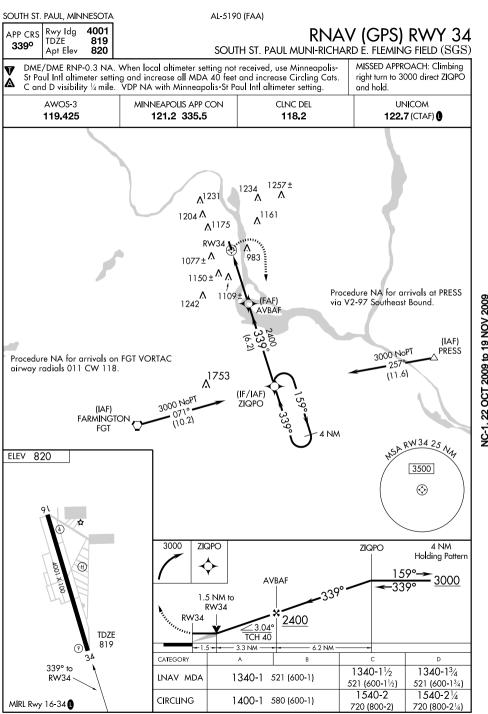


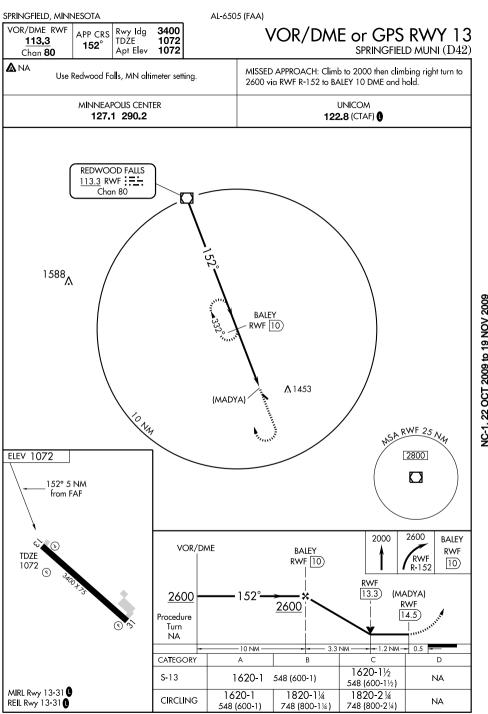


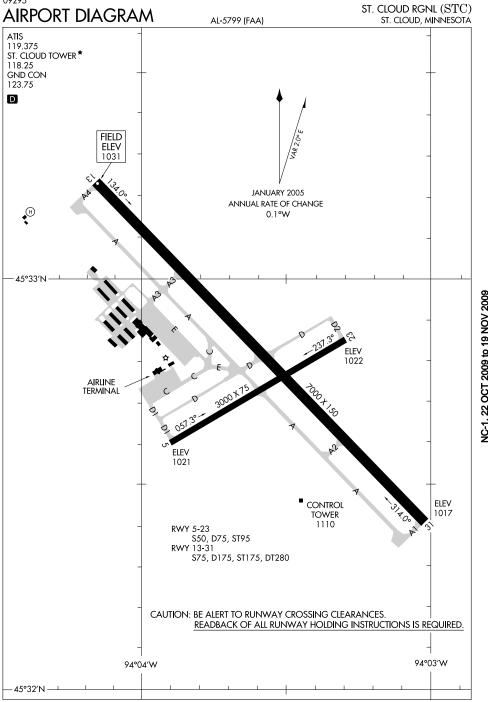


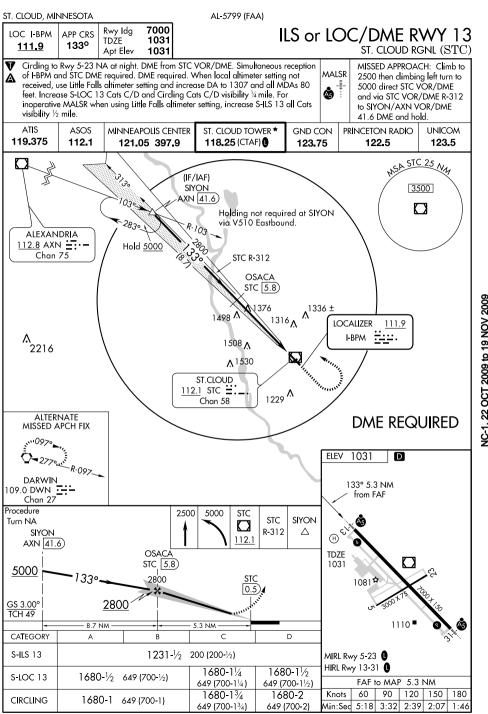


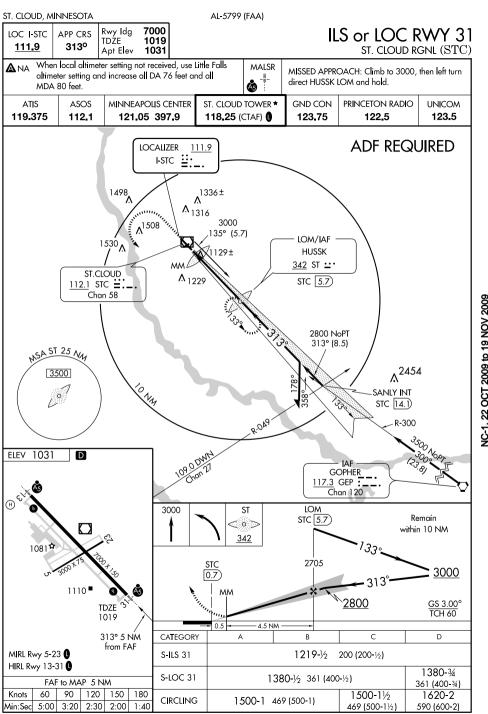


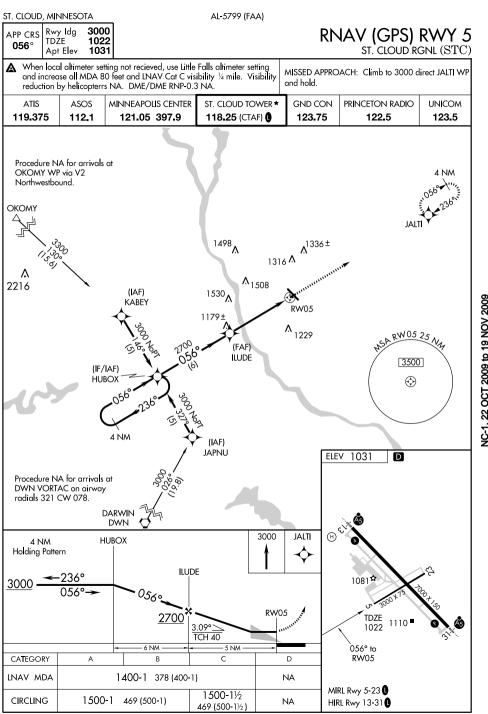


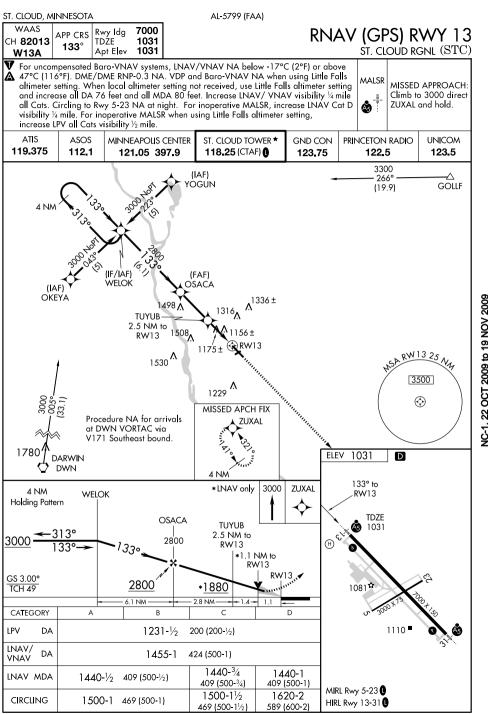


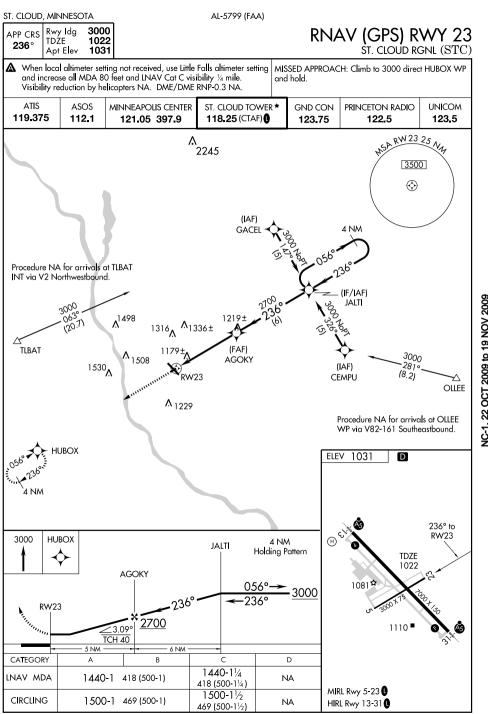


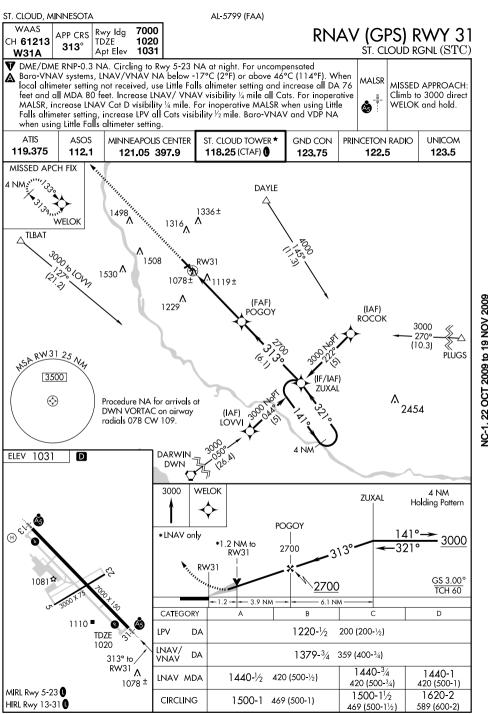


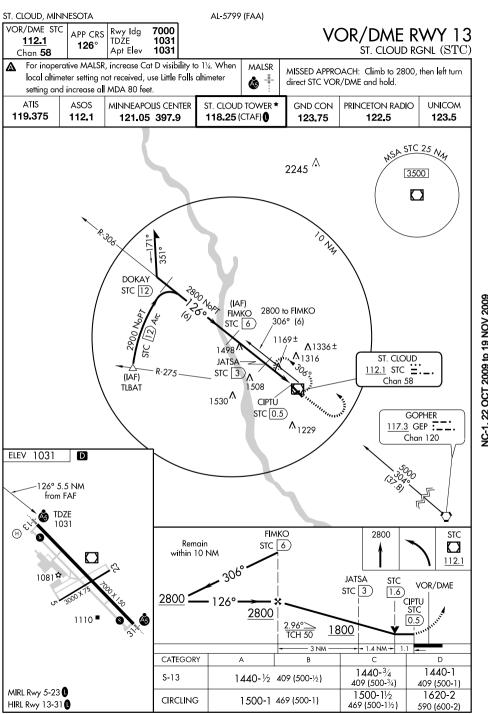


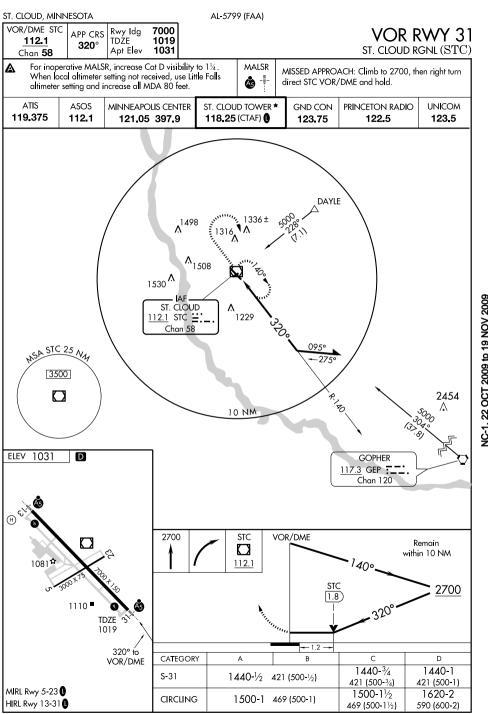


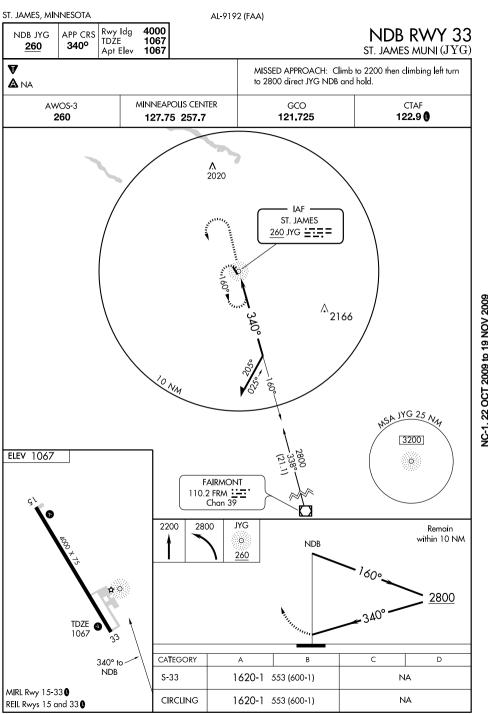


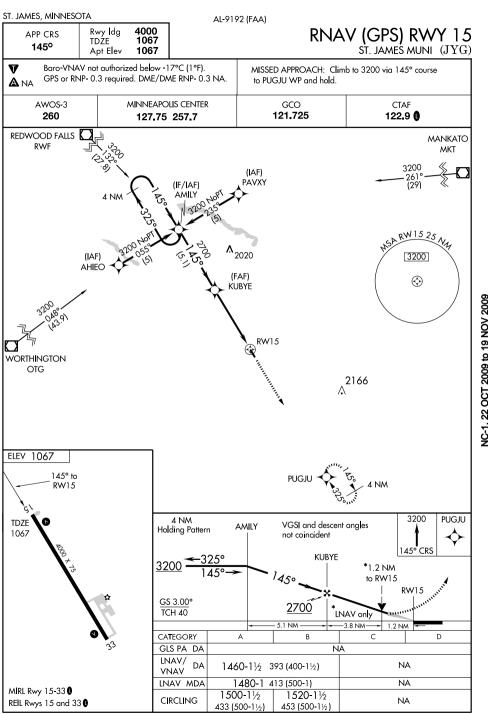


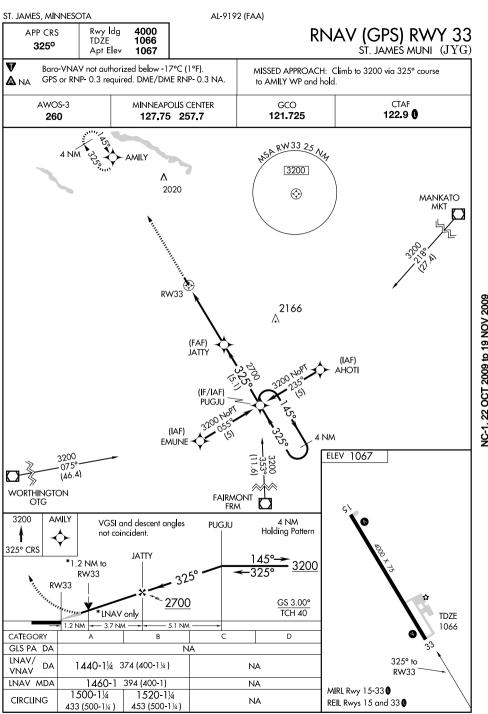


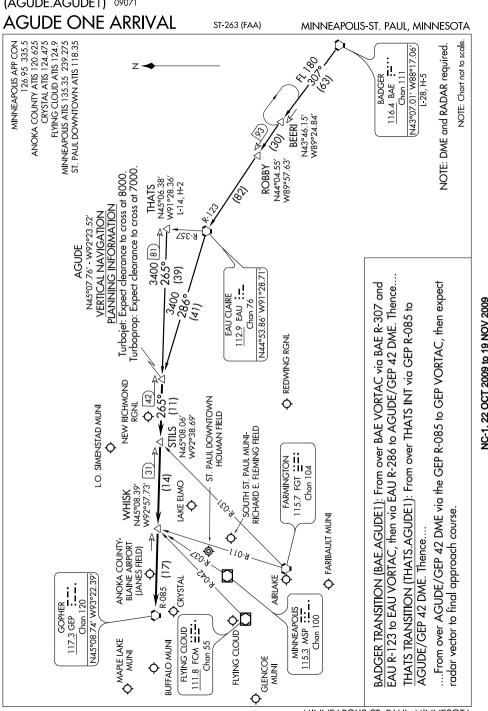


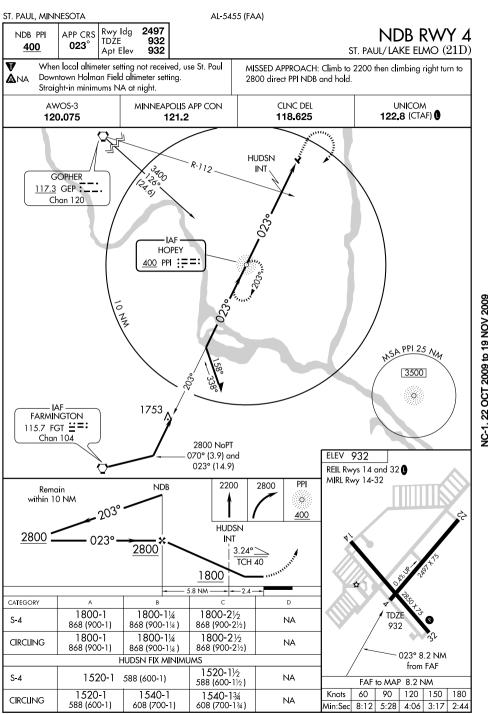


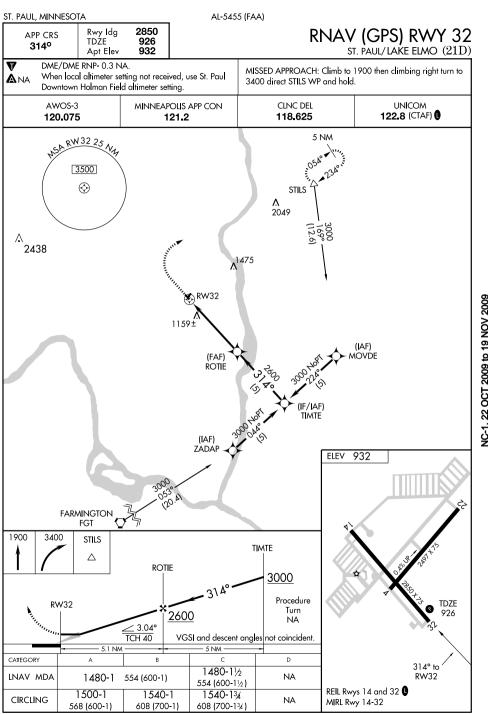


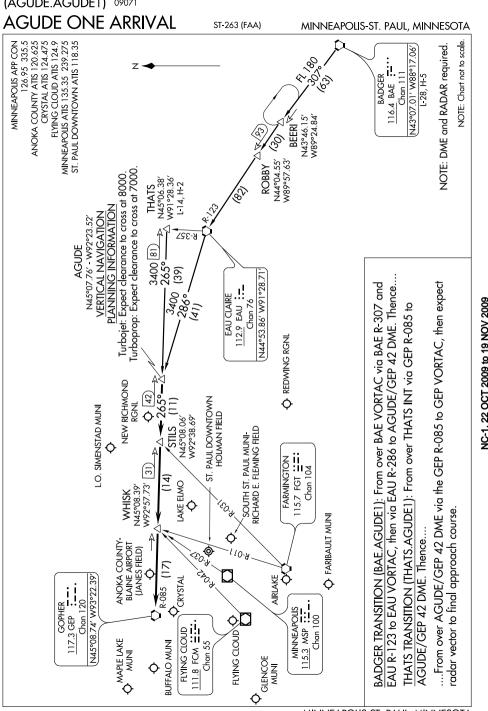


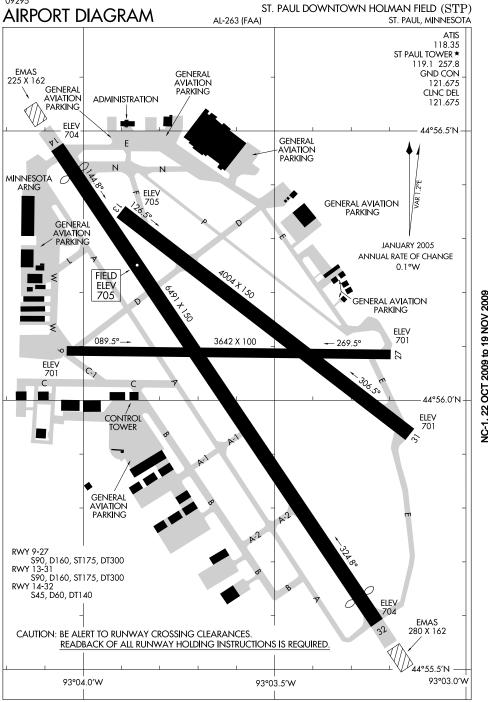


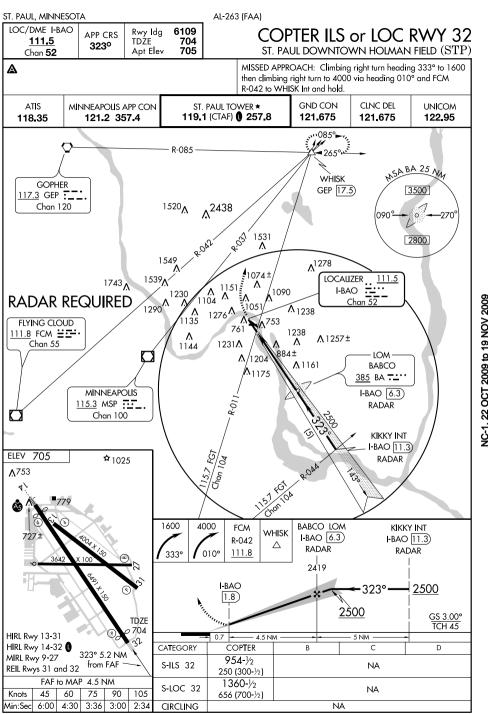


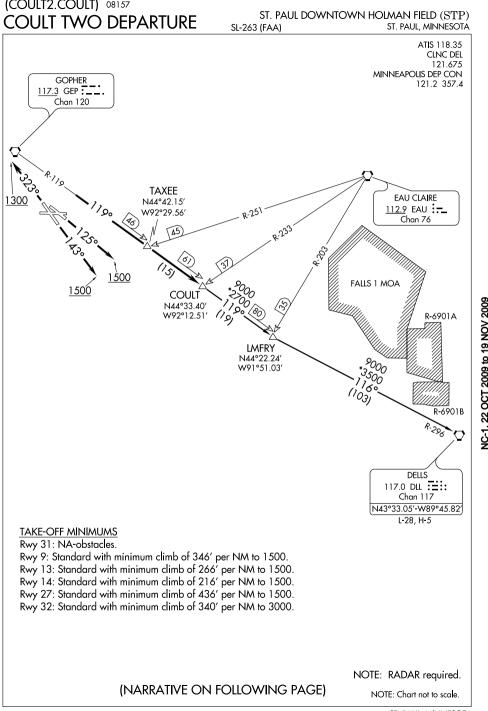












(COULT2.COULT) 08157 **COULT TWO DEPARTURE**

ST. PAUL DOWNTOWN HOLMAN FIELD (STP)

22 CT 2009 to 19 NOV 2009

SL-263 (FAA)

ST. PAUL, MINNESOTA

DEPARTURE ROUTE DESCRIPTON

TAKE-OFF RUNWAYS 9, 27: Fly assigned heading and altitude for radar vectors to intercept GEP R-119 to COULT INT/GEP 61 DME, thence....

TAKE-OFF RUNWAY 13: Climb heading 125° to 1500 for radar vectors to

intercept GEP R-119 to COULT INT/GEP 61 DME, thence.... TAKE-OFF RUNWAY 14: Climb heading 143° to 1500 for radar vectors to

intercept GEP R-119 to COULT INT/GEP 61 DME, thence.... TAKE-OFF RUNWAY 32: Climb heading 323° to 1300 for radar vectors to intercept GEP R-119 to COULT INT/GEP 61 DME, thence....

....via transition or assigned route. Expect clearance to filed altitude/flight level 10 (ten) minutes after departure.

DELLS TRANSITION (COULT2.DLL): From over COULT INT via GEP R-119 and DIL R-296 to DIL VORTAC.

TAKE-OFF OBSTACLE NOTES

Multiple trees beginning 1265' from DER, 167' right of centerline, up to 75' AGL/1055' MSL. Multiple trees beginning 1.1 NM from DER, 124' left of centerline, up to 100' AGL/1099' MSL. OL tank 1571' from DER, 771' right of centerline, 50' AGL/811' MSL.

Mobile crane 1163' from DER, 123' left of centerline, 50' AGL/758' MSL.

RWY 13: OL stack 2695' from DER, 842' right of centerline, 50' AGL/820' MSL. Tree 1563' from DER, 25' right of centerline, 61' AGL/748' MSL

Multiple trees beginning 1004' from DER, 607' left of centerline, 50' AGL/767' MSL. Tower 1725' from DER, 930' left of centerline, 47' AGL/753' MSL

Vent on building 3029' from DER, 629' right of centerline, 10' AGL/783' MSL. Multiple bushes beginning 194' from DER, 88' left of centerline, 7' AGL/712' MSL.

Stack 1879' from DER, 25' left of centerline, 51' AGL/751' MSL RWY 14: Multiple trees beginning 805' from DER, 2' right of centerline, up to 112' AGL/811' MSL. Multiple trees beginning 1205' from DER, 64' left of centerline, up to 80' AGL/770' MSL.

Poles 2810' from DER, 715' right of centerline, 91' AGL/778' MSL RWY 27: Multiple trees beginning 803' from DER, 122' left of centerline, up to 100' AGL/994' MSL. Tree 783' from DER, 105' right of centerline, 25' AGL/725' MSL

OL antenna 996' from DER, 304' right of centerline, 67' AGL/767' MSL. Light pole 1328' from DER, 222' left of centerline, 50' AGL/747' MSL.

Building 2049' from DER, 837' right of centerline, 57' AGL/761' MSL. Flaapole 2333' from DER, 199' left of centerline, 78' AGL/778' MSL.

Stack 1.8 NM from DER, 635' left of centerline, 569' AGL/1279' MSL RWY 32: Road and vehicle 211' from DER, 482' left of centerline, 17' AGL/717' MSL

Railroad beginning 369' from DER, 329' left of centerline, up to 23' AGL/727' MSL.

Pipe on DME 383' from DER, 269' right of centerline, 17' AGL/722' MSL.

Tree 1152' from DER, 209' left of centerline, 44' AGL/744' MSL.

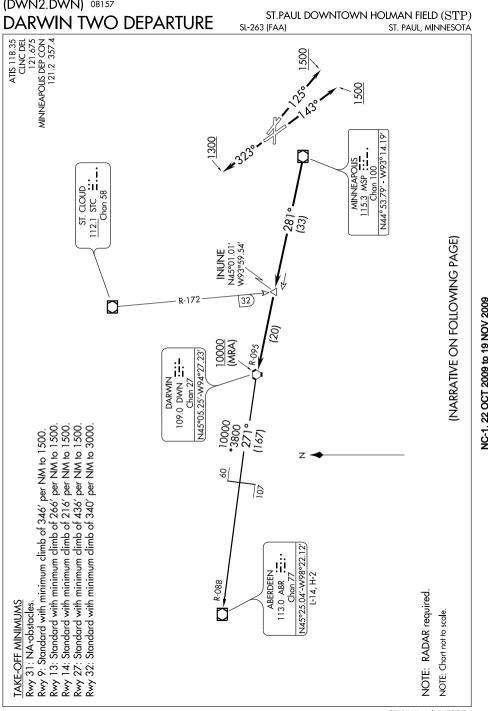
Tree 1685' from DER, 277' right of centerline, 75' AGL/770' MSL. Sign 5668' from DER, 1924' left of centerline, 86' AGL/874' MSL.

Trees 5614' from DER, 1796' right of centerline, 100' AGL/939' MSL. Building 5779' from DER, 1733' right of centerline, 72' AGL/910' MSL.

Pole 1 NM from DER, 1835' right of centerline, 157' AGL/973' MSL

Building 1.1 NM from DER, 2170' left of centerline, 122' AGL/886' MSL.

Multiple buildings beginning 1.1 NM from DER, 378' left of centerline, up to 142' AGL/918' MSL.



(DWN2.DWN) 08157 ST.PAUL DOWNTOWN HOLMAN FIELD (STP) DARWIN TWO DEPARTURE SL-263 (FAA)

ST. PAUL. MINNESOTA

22-1 22 OCT 2009 to 19 NOV 2009

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DEPARTURE ROUTE DESCRIPTON

TAKE-OFF RUNWAYS 9, 27: Fly assigned heading and altitude for radar vectors to MSP VOR/DME then via MSP R-281 and DWN R-095 to DWN VORTAC, thence....

TAKE-OFF RUNWAY 13: Climb heading 125° to 1500 for radar vectors to

MSP VOR/DME then via MSP R-281 and DWN R-095 to DWN VORTAC, thence....

TAKE-OFF RUNWAY 14: Climb heading 143° to 1500 for radar vectors to MSP VOR/DME then via MSP R-281 and DWN R-095 to DWN VORTAC, thence....

TAKE-OFF RUNWAY 32: Climb heading 323° to 1300 for radar vectors to

MSP VOR/DME then via MSP R-281 and DWN R-095 to DWN VORTAC, thence.... ...via transition or assigned route. Expect clearance to filed altitude/flight level

10 (ten) minutes after departure.

ABERDEEN TRANSITION (DWN2.ABR): From over DWN VORTAC via DWN R-271 and ABR R-088 to ABR VOR/DME.

TAKE-OFF OBSTACLE NOTES Multiple trees beginning 1265' from DER, 167' right of centerline, up to 75' AGL/1055' MSL.

Multiple trees beginning 1.1 NM from DER, 124' left of centerline, up to 100' AGL/1099' MSL. OL tank 1571' from DER, 771' right of centerline, 50' AGL/811' MSL. Mobile crane 1163' from DER, 123' left of centerline, 50' AGL/758' MSL. RWY 13: OL stack 2695' from DER, 842' right of centerline, 50' AGL/820' MSL.

Tree 1563' from DER, 25' right of centerline, 61' AGL/748' MSL. Multiple trees beginning 1004' from DER, 607' left of centerline, 50' AGL/767' MSL. Tower 1725' from DER, 930' left of centerline, 47' AGL/753' MSL Vent on building 3029' from DER, 629' right of centerline, 10' AGL/783' MSL.

Multiple bushes beginning 194' from DER, 88' left of centerline, 7' AGL/712' MSL. Stack 1879' from DER, 25' left of centerline, 51' AGL/751' MSL RWY 14: Multiple trees beginning 805' from DER, 2' right of centerline, up to 112' AGL/811' MSL. Multiple trees beginning 1205' from DER, 64' left of centerline, up to 80' AGL/770' MSL.

Poles 2810' from DER, 715' right of centerline, 91' AGL/778' MSL. RWY 27: Multiple trees beginning 803' from DER, 122' left of centerline, up to 100' AGL/994' MSL.

Tree 783' from DER, 105' right of centerline, 25' AGL/725' MSL. OL antenna 996' from DER, 304' right of centerline, 67' AGL/767' MSL.

Light pole 1328' from DER, 222' left of centerline, 50' AGL/747' MSL. Building 2049' from DER, 837' right of centerline, 57' AGL/761' MSL. Flagpole 2333' from DER, 199' left of centerline, 78' AGL/778' MSL.

Stack 1.8 NM from DER, 635' left of centerline, 569' AGL/1279' MSL Road and vehicle 211' from DER, 482' left of centerline, 17' AGL/717' MSL.

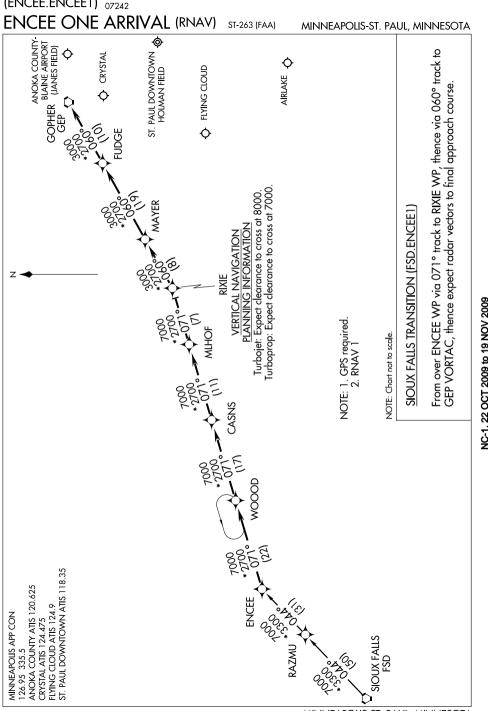
Railroad beginning 369' from DER, 329' left of centerline, up to 23' AGL/727' MSL. Pipe on DME 383' from DER, 269' right of centerline, 17' AGL/722' MSL.

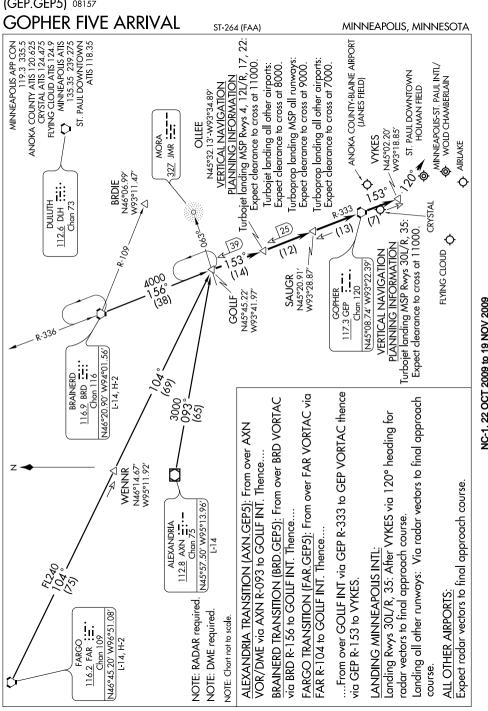
Tree 1685' from DER, 277' right of centerline, 75' AGL/770' MSL. Sign 5668' from DER, 1924' left of centerline, 86' AGL/874' MSL. Trees 5614' from DER, 1796' right of centerline, 100' AGL/939' MSL Building 5779' from DER, 1733' right of centerline, 72' AGL/910' MSL.

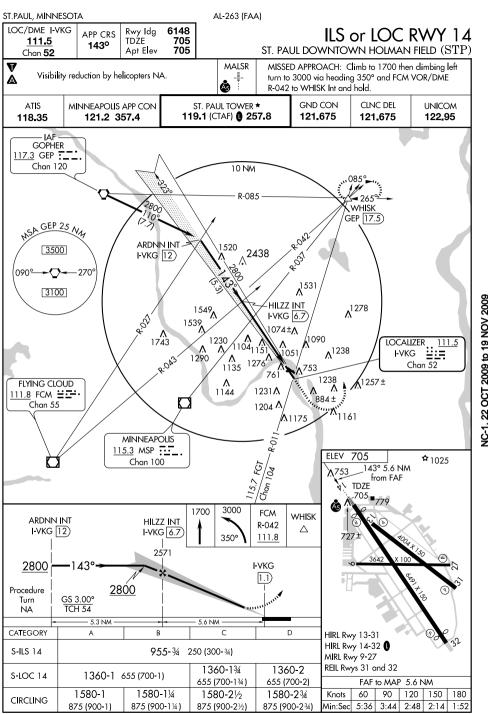
Tree 1152' from DER, 209' left of centerline, 44' AGL/744' MSL

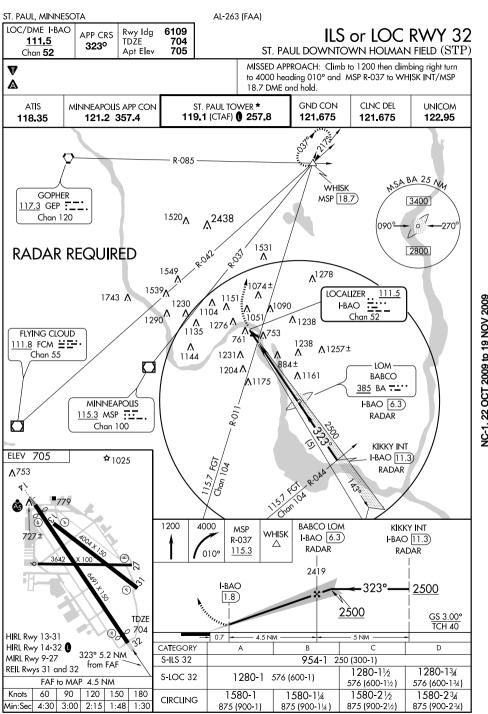
Pole 1 NM from DER, 1835' right of centerline, 157' AGL/973' MSL. Building 1.1 NM from DER, 2170' left of centerline, 122' AGL/886' MSL.

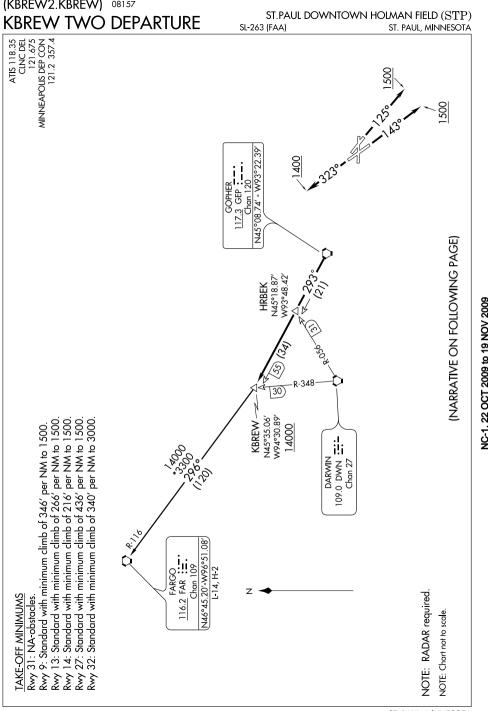
Multiple buildings beginning 1.1 NM from DER, 378' left of centerline, up to 142' AGL/918' MSL.











(KBREW2.KBREW) 08157 ST.PAUL DOWNTOWN HOLMAN FIELD (STP)

KBREW TWO DEPARTURE SL-263 (FAA)

ST. PAUL. MINNESOTA

22 CT 2009 to 19 NOV 2009

v

DEPARTURE ROUTE DESCRIPTON

TAKE-OFF RUNWAYS 9, 27: Fly assigned heading and altitude for radar vectors to GEP VORTAC then via GEP R-293 to KBREW INT/ GEP 55 DME, thence....

TAKE-OFF RUNWAY 13: Climb heading 125° to 1500 for radar vectors to GEP VORTAC then via GEP R-293 to KBREW INT/ GEP 55 DME, thence....

TAKE-OFF RUNWAY 14: Climb heading 143° to 1500 for radar vectors to GEP VORTAC then via GEP R-293 to KBREW INT/ GEP 55 DME, thence....

TAKE-OFF RUNWAY 32: Climb heading 323° to 1400 for radar vectors to GEP VORTAC then via GEP R-293 to KBREW INT/ GEP 55 DME, thence....

....via transition or assigned route. Expect clearance to filed altitude/flight level 10 (ten) minutes after departure.

FARGO TRANSITION (KBREW2.FAR): From over KBREW INT via FAR R-116 to FAR VORTAC.

TAKE-OFF OBSTACLE NOTES Multiple trees beginning 1265' from DER, 167' right of centerline, up to 75' AGL/1055' MSL.

Multiple trees beginning 1.1 NM from DER, 124' left of centerline, up to 100' AGL/1099' MSL. OL tank 1571' from DER, 771' right of centerline, 50' AGL/811' MSL. Mobile crane 1163' from DER, 123' left of centerline, 50' AGL/758' MSL. RWY 13: OL stack 2695' from DER, 842' right of centerline, 50' AGL/820' MSL.

Tree 1563' from DER, 25' right of centerline, 61' AGL/748' MSL. Multiple trees beginning 1004' from DER, 607' left of centerline, 50' AGL/767' MSL. Tower 1725' from DER, 930' left of centerline, 47' AGL/753' MSL

Vent on building 3029' from DER, 629' right of centerline, 10' AGL/783' MSL. Multiple bushes beginning 194' from DER, 88' left of centerline, 7' AGL/712' MSL. Stack 1879' from DER, 25' left of centerline, 51' AGL/751' MSL RWY 14: Multiple trees beginning 805' from DER, 2' right of centerline, up to 112' AGL/811' MSL.

Multiple trees beginning 1205' from DER, 64' left of centerline, up to 80' AGL/770' MSL. Poles 2810' from DER, 715' right of centerline, 91' AGL/778' MSL.

RWY 27: Multiple trees beginning 803' from DER, 122' left of centerline, up to 100' AGL/994' MSL. Tree 783' from DER, 105' right of centerline, 25' AGL/725' MSL.

OL antenna 996' from DER, 304' right of centerline, 67' AGL/767' MSL. Light pole 1328' from DER, 222' left of centerline, 50' AGL/747' MSL. Building 2049' from DER, 837' right of centerline, 57' AGL/761' MSL. Flagpole 2333' from DER, 199' left of centerline, 78' AGL/778' MSL.

Stack 1.8 NM from DER, 635' left of centerline, 569' AGL/1279' MSL Road and vehicle 211' from DER, 482' left of centerline, 17' AGL/717' MSL.

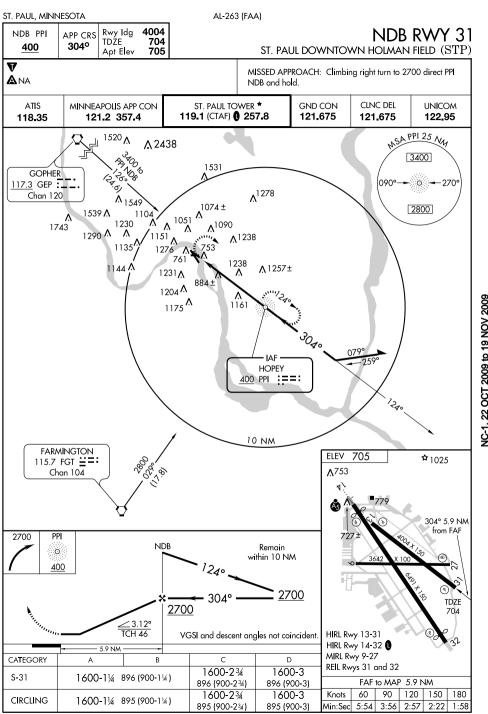
Railroad beginning 369' from DER, 329' left of centerline, up to 23' AGL/727' MSL. Pipe on DME 383' from DER, 269' right of centerline, 17' AGL/722' MSL.

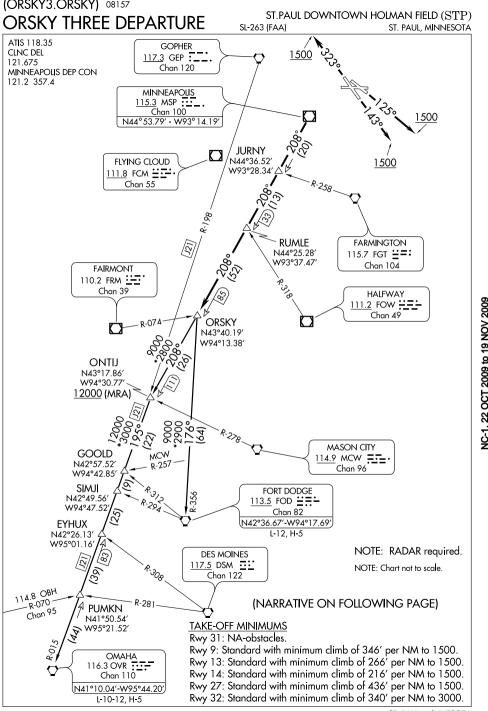
> Tree 1685' from DER, 277' right of centerline, 75' AGL/770' MSL. Sign 5668' from DER, 1924' left of centerline, 86' AGL/874' MSL. Trees 5614' from DER, 1796' right of centerline, 100' AGL/939' MSL

Tree 1152' from DER, 209' left of centerline, 44' AGL/744' MSL

Building 5779' from DER, 1733' right of centerline, 72' AGL/910' MSL. Pole 1 NM from DER, 1835' right of centerline, 157' AGL/973' MSL. Building 1.1 NM from DER, 2170' left of centerline, 122' AGL/886' MSL.

Multiple buildings beginning 1.1 NM from DER, 378' left of centerline, up to 142' AGL/918' MSL.





(ORSKY3.ORSKY) 08157 ST.PAUL DOWNTOWN HOLMAN FIELD (STP) ORSKY THREE DEPARTURE SL-263 (FAA) ST. PAUL. MINNESOTA

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DEPARTURE ROUTE DESCRIPTON

TAKE-OFF RUNWAYS 9, 27: Fly assigned heading and altitude for radar vectors to MSP VOR/DME then via MSP R-208 to ORSKY INT/ MSP 85 DME, thence....

TAKE-OFF RUNWAY 13: Climb heading 125° to 1500 for radar vectors to

MSP VOR/DME then via MSP R-208 to ORSKY INT/ MSP 85 DME, thence....

TAKE-OFF RUNWAY 14: Climb heading 143° to 1500 for radar vectors to MSP VOR/DME then via MSP R-208 to ORSKY INT/ MSP 85 DME, thence....

TAKE-OFF RUNWAY 32: Climb heading 323° to 1500 for radar vectors to MSP VOR/DME then via MSP R-208 to ORSKY INT/ MSP 85 DME, thence....

...via transition or assigned route. Expect clearance to filed altitude/flight level 10 (ten) minutes after departure.

FORT DODGE TRANSITION (ORSKY3.FOD): From over ORSKY INT via FOD R-356 to FOD VORTAC.

OMAHA TRANSITION (ORSKY3.OVR): From over ORSKY INT via MSP R-208 to ONTIJ INT then via OVR R-015 to OVR VORTAC.

TAKE-OFF OBSTACLE NOTES Multiple trees beginning 1265' from DER, 167' right of centerline, up to 75' AGL/1055' MSL.

Multiple trees beginning 1.1 NM from DER, 124' left of centerline, up to 100' AGL/1099' MSL. OL tank 1571' from DER, 771' right of centerline, 50' AGL/811' MSL. Mobile crane 1163' from DER, 123' left of centerline, 50' AGL/758' MSL. RWY 13: OL stack 2695' from DER, 842' right of centerline, 50' AGL/820' MSL.

Tree 1563' from DER, 25' right of centerline, 61' AGL/748' MSL. Multiple trees beginning 1004' from DER, 607' left of centerline, 50' AGL/767' MSL Tower 1725' from DER, 930' left of centerline, 47' AGL/753' MSL Vent on building 3029' from DER, 629' right of centerline, 10' AGL/783' MSL.

Multiple bushes beginning 194' from DER, 88' left of centerline, 7' AGL/712' MSL. Stack 1879' from DER, 25' left of centerline, 51' AGL/751' MSL RWY 14: Multiple trees beginning 805' from DER, 2' right of centerline, up to 112' AGL/811' MSL. Multiple trees beginning 1205' from DER, 64' left of centerline, up to 80' AGL/770' MSL.

Poles 2810' from DER, 715' right of centerline, 91' AGL/778' MSL. RWY 27: Multiple trees beginning 803' from DER, 122' left of centerline, up to 100' AGL/994' MSL. Tree 783' from DER, 105' right of centerline, 25' AGL/725' MSL.

OL antenna 996' from DER, 304' right of centerline, 67' AGL/767' MSL. Light pole 1328' from DER, 222' left of centerline, 50' AGL/747' MSL. Building 2049' from DER, 837' right of centerline, 57' AGL/761' MSL.

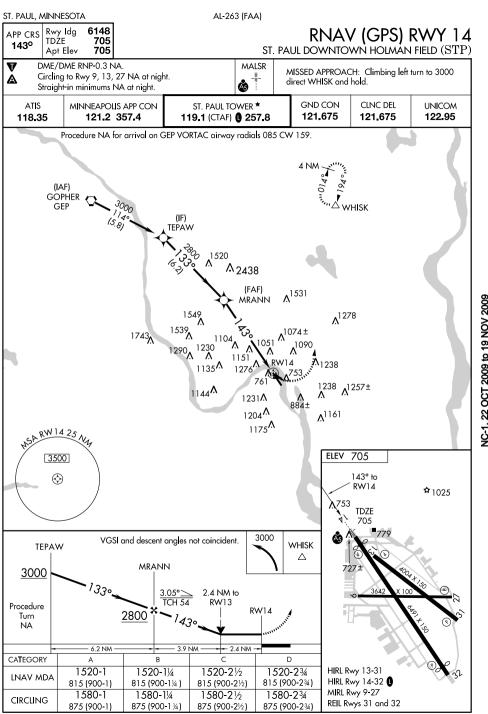
Flagpole 2333' from DER, 199' left of centerline, 78' AGL/778' MSL. Stack 1.8 NM from DER, 635' left of centerline, 569' AGL/1279' MSL Road and vehicle 211' from DER, 482' left of centerline, 17' AGL/717' MSL.

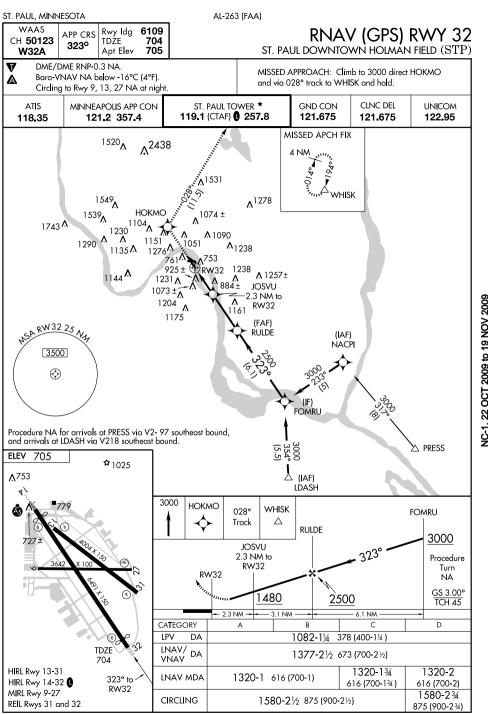
Railroad beginning 369' from DER, 329' left of centerline, up to 23' AGL/727' MSL. Pipe on DME 383' from DER, 269' right of centerline, 17' AGL/722' MSL. Tree 1152' from DER, 209' left of centerline, 44' AGL/744' MSL

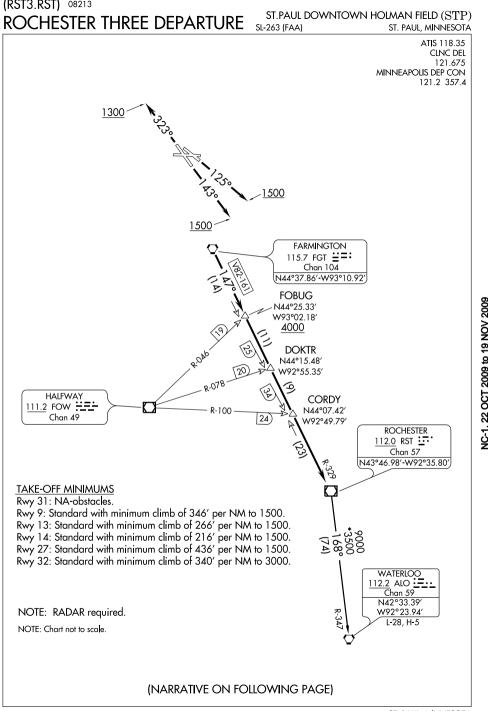
Tree 1685' from DER, 277' right of centerline, 75' AGL/770' MSL. Sign 5668' from DER, 1924' left of centerline, 86' AGL/874' MSL. Trees 5614' from DER, 1796' right of centerline, 100' AGL/939' MSL Building 5779' from DER, 1733' right of centerline, 72' AGL/910' MSL.

Pole 1 NM from DER, 1835' right of centerline, 157' AGL/973' MSL.

Building 1.1 NM from DER, 2170' left of centerline, 122' AGL/886' MSL. Multiple buildings beginning 1.1 NM from DER, 378' left of centerline, up to 142' AGL/918' MSL. 22 CT 2009 to 19 NOV 2009







ST. PAUL. MINNESOTA

DEPARTURE ROUTE DESCRIPTON

TAKE-OFF RUNWAYS 9, 27: Fly assigned heading and altitude for radar vectors to

FGT VORTAC then via FGT R-147 and RST R-329 to RST VOR/DME. Cross

ROCHESTER THREE DEPARTURE

10 (ten) minutes after departure.

TAKE-OFF OBSTACLE NOTES

and ALO R-347 to ALO VORTAC.

(RST3.RST) 08157

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FOBUG INT/FGT 14 DME at or above 4000, thence....

Cross FOBUG INT/FGT 14 DME at or above 4000, thence....

Cross FOBUG INT/ FGT 14 DME at or above 4000, thence....

OL tank 1571' from DER, 771' right of centerline, 50' AGL/811' MSL Mobile crane 1163' from DER, 123' left of centerline, 50' AGL/758' MSL. RWY 13: OL stack 2695' from DER, 842' right of centerline, 50' AGL/820' MSL. Tree 1563' from DER, 25' right of centerline, 61' AGL/748' MSL.

Tower 1725' from DER, 930' left of centerline, 47' AGL/753' MSL

Stack 1879' from DER, 25' left of centerline, 51' AGL/751' MSL

Poles 2810' from DER, 715' right of centerline, 91' AGL/778' MSL.

Light pole 1328' from DER, 222' left of centerline, 50' AGL/747' MSL. Building 2049' from DER, 837' right of centerline, 57' AGL/761' MSL. Flagpole 2333' from DER, 199' left of centerline, 78' AGL/778' MSL. Stack 1.8 NM from DER, 635' left of centerline, 569' AGL/1279' MSL.

Tree 783' from DER, 105' right of centerline, 25' AGL/725' MSL.

SL-263 (FAA)

ST.PAUL DOWNTOWN HOLMAN FIELD (STP)

TAKE-OFF RUNWAY 13: Climb heading 125° to 1500 for radar vectors to

FGT VORTAC then via FGT R-147 and RST R-329 to RST VOR/DME.

TAKE-OFF RUNWAY 14: Climb heading 143° to 1500 for radar vectors to

FGT VORTAC then via FGT R-147 and RST R-329 to RST VOR/DME.

TAKE-OFF RUNWAY 32: Climb heading 323° to 1300 for radar vectors to

FGT VORTAC then via FGT R-147 and RST R-329 to RST VOR/DME. Cross FOBUG INT/ FGT 14 DME at or above 4000, thence....

...via transition or assigned route. Expect clearance to filed altitude/flight level

WATERLOO TRANSITION (RST3.ALO): From over RST VOR/DME via RST R-168

Multiple trees beginning 1265' from DER, 167' right of centerline, up to 75' AGL/1055' MSL

Multiple trees beginning 1.1 NM from DER, 124' left of centerline, up to 100' AGL/1099' MSL.

Multiple trees beginning 1004' from DER, 607' left of centerline, 50' AGL/767' MSL. Vent on building 3029' from DER, 629' right of centerline, 10' AGL/783' MSL Multiple bushes beginning 194' from DER, 88' left of centerline, 7' AGL/712' MSL.

Multiple trees beginning 805' from DER, 2' right of centerline, up to 112' AGL/811' MSL. Multiple trees beginning 1205' from DER, 64' left of centerline, up to 80' AGL/770' MSL.

RWY 27: Multiple trees beginning 803' from DER, 122' left of centerline, up to 100' AGL/994' MSL.

OL antenna 996' from DER, 304' right of centerline, 67' AGL/767' MSL.

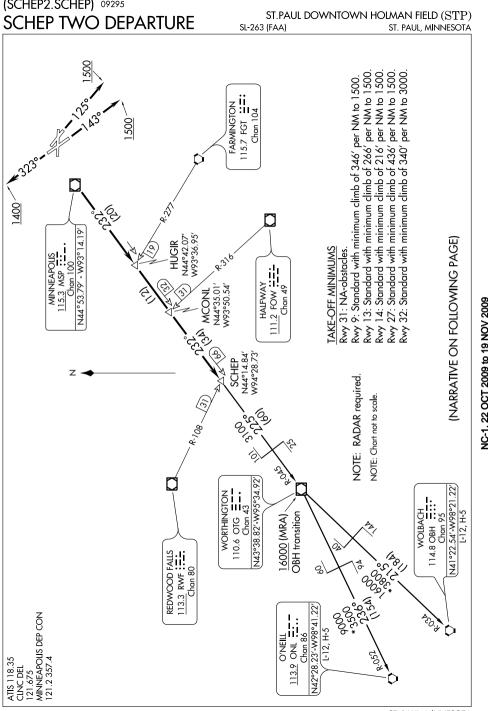
RWY 32: Road and vehicle 211' from DER, 482' left of centerline, 17' AGL/717' MSL.

Railroad beginning 369' from DER, 329' left of centerline, up to 23' AGL/727' MSL. Pipe on DME 383' from DER, 269' right of centerline, 17' AGL/722' MSL.

Tree 1152' from DER, 209' left of centerline, 44' AGL/744' MSL. Tree 1685' from DER, 277' right of centerline, 75' AGL/770' MSL. Sign 5668' from DER, 1924' left of centerline, 86' AGL/874' MSL. Trees 5614' from DER, 1796' right of centerline, 100' AGL/939' MSL. Building 5779' from DER, 1733' right of centerline, 72' AGL/910' MSL.

Pole 1 NM from DER, 1835' right of centerline, 157' AGL/973' MSL. Building 1.1 NM from DER, 2170' left of centerline, 122' AGL/886' MSL. Multiple buildings beginning 1.1 NM from DER, 378' left of centerline, up to 142' AGL/918' MSL.

22 CT 2009 to 19 NOV 2009



(SCHEP2.SCHEP) 08157

SCHEP TWO DEPARTURE

ST. PAUL DOWNTOWN HOLMAN FIELD (STP)

SL-263 (FAA)

ST. PAUL, MINNESOTA

DEDARTHE DOLLTE DESCRIPTO

SL-263 (FAA) ST. PAUL, MINNESO

V

DEPARTURE ROUTE DESCRIPTON

TAKE-OFF RUNWAYS 9, 27: Fly assigned heading and altitude for radar vectors to MSP VOR/DME then via MSP R-232 to SCHEP INT/ MSP 66 DME, thence....

TAKE-OFF RUNWAY 13: Climb heading 125° to 1500 for radar vectors to

MSP VOR/DME then via MSP R-232 to SCHEP INT/ MSP 66 DME, thence....

TAKE-OFF RUNWAY 14: Climb heading 143° to 1500 for radar vectors to MSP VOR/DME then via MSP R-232 to SCHEP INT/ MSP 66 DME, thence....

TAKE-OFF RUNWAY 32: Climb heading 323° to 1400 for radar vectors to MSP VOR/DME then via MSP R-232 to SCHEP INT/MSP 66 DME, thence....

....via transition or assigned route. Expect clearance to filed altitude/flight level 10 (ten) minutes after departure.

O'NEILL TRANSITION (SCHEP2.ONL): From over SCHEP INT via OTG R-045 to OTG VOR/DME, then via OTG R-236 and ONL R-052 to ONL VORTAC.

WOLBACH TRANSITION (SCHEP2.OBH): From over SCHEP INT via OTG R-045 to OTG VOR/DME, then via OTG R-215 and OBH R-034 to OBH VORTAC.

TAKE-OFF OBSTACLE NOTES

RWY 9: Multiple trees beginning 1265' from DER, 167' right of centerline, up to 75' AGL/1055' MSL.

Multiple trees beginning 1.1 NM from DER, 124' left of centerline, up to 100' AGL/1099' MSL.

OL tank 1571' from DER, 771' right of centerline, 50' AGL/811' MSL.

Mobile crane 1163' from DER, 123' left of centerline, 50' AGL/758' MSL.

RWY 13: OL stack 2695' from DER, 842' right of centerline, 50' AGL/820' MSL.

Tree 1563' from DER, 25' right of centerline, 61' AGL/748' MSL. Multiple trees beginning 1004' from DER, 607' left of centerline, 50' AGL/767' MSL.

Tower 1725' from DER, 930' left of centerline, 47' AGL/753' MSL Vent on building 3029' from DER, 629' right of centerline, 10' AGL/783' MSL. Multiple bushes beginning 194' from DER, 88' left of centerline, 7' AGL/712' MSL. Stack 1879' from DER, 25' left of centerline, 51' AGL/751' MSL

RWY 14: Multiple trees beginning 805' from DER, 2' right of centerline, up to 112' AGL/811' MSL. Multiple trees beginning 1205' from DER, 64' left of centerline, up to 80' AGL/770' MSL. Poles 2810' from DER, 715' right of centerline, 91' AGL/778' MSL.

Poles 2810' from DER, 715' right of centerline, 91' AGL//78' MSL.

RWY 27: Multiple trees beginning 803' from DER, 122' left of centerline, up to 100' AGL/994' MSL.

Tree 783' from DER, 105' right of centerline, 25' AGL/725' MSL.

OL antenna 996' from DER, 304' right of centerline, 67' AGL/767' MSL. Light pole 1328' from DER, 222' left of centerline, 50' AGL/747' MSL. Building 2049' from DER, 837' right of centerline, 57' AGL/761' MSL.

Flagpole 2333' from DER, 199' left of centerline, 78' AGL/778' MSL.
Stack 1.8 NM FORD DER, 635' left of centerline, 569' AGL/1279' MSL.
PWY 32' Road and was in the property of the centerline, 17' AGL/717'

RWY 32: Road and vehicle 211' from DER, 482' left of centerline, 17' AGL/717' MSL.
Railroad beginning 369' from DER, 329' left of centerline, up to 23' AGL/727' MSL.
Pipe on DME 383' from DER, 269' right of centerline, 17' AGL/722' MSL.

Tree 1152' from DER, 209' left of centerline, 44' AGL/744' MSL.
Tree 1685' from DER, 277' right of centerline, 75' AGL/770' MSL.
Sign 5668' from DER, 1924' left of centerline, 86' AGL/874' MSL.
Trees 5614' from DER, 1796' right of centerline, 100' AGL/939' MSL.

Building 5779' from DER, 1733' right of centerline, 72' AGL/910' MSL.
Pole 1 NM from DER, 1835' right of centerline, 157' AGL/973' MSL.
Building 1.1 NM from DER, 2170' left of centerline, 122' AGL/886' MSL.

Building 1.1 NM from DER, 2170 left of centerline, 122 AGL/886 MSL.

Multiple buildings beginning 1.1 NM from DER, 378' left of centerline, up to 142' AGL/918' MSL.

NC-1, 22 OCT 2009 to 19 NOV 2009

(IWOLF.IWOLFI) 09071 TWOLF ONE ARRIVAL MINNEAPOLIS, MINNESOTA ST-264 (FAA) MINNEAPOLIS APP CON ANOKA COUNTY-BLAINE AIRPORT GOPHER 126.95 335.5 (JANES FIELD) 117.3 GEP :___. 118.72 (MSP RWY 35) Chan 120 CRYSTAL ST. PAUL DOWNTOWN ANOKA COUNTY ATIS 120.625 HOLMAN FIFLD CRYSTAL ATIS 124.475 FLYING CLOUD FLYING CLOUD ATIS 124.9 ♠ MINNEAPOLIS-ST. PAUL INTL/ MINNEAPOLIS ATIS WOLD CHAMBERLAIN 135.35 239.275 FLYING CLOUD R-174 ST. PAUL DOWNTOWN ATIS SLIKK 111.8 FCM **∷**-N44°47.90′ 118.35 Chan 55 W93°17.21′ N44°49.54′-W93°27.41 AIRI AKE **FARMINGTON** TRGET 115.7 FGT ::=: N44°13.88′-W93°27.73′ Chan 104 (36) VERTICAL NAVIGATION N44°37.86′-W93°10.93′ PLANNING INFORMATION **GDNEE** MSP: Expect clearance to cross at 11000'. N44°30.68' All other airports: Turbojet: Expect W93°15.97' clearance to cross at 8000'. PIKKL Turboprop: Expect clearance to N44°22.82' cross at 7000'. W93°21.49′ R-081 22 CT 2009 to 19 NOV 2009 62 MANKATO LYNKS 110.8 MKT **Ξ**₹ N44°06.89' Chan 45 W93°28.39' 84 **KGEEE** N43°44.94' W93°30.48' **TWOLF** N43°17.00′ W93°33.09′ Ego. FORT DODGE 113.5 FOD **∷**... Chan 82 N42°36.67′-W94°17.69′ TICKT NOTE: RADAR required. L-12, H-5 N42°53.71′ NOTE: DME required. W93°59.01' (NARRATIVE ON FOLLOWING PAGE) NOTE: Chart not to scale.

ARRIVAL DESCRIPTION

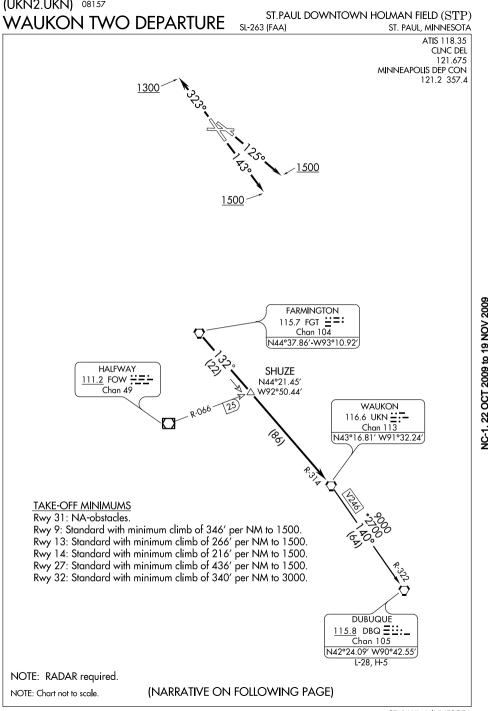
FORT DODGE TRANSITION (FOD.TWOLF1): From over FOD VORTAC via FOD R-032 to TWOLF Thence

....From over TWOLF via GEP R-178 to KGEEE, then via GEP R-178 to TRGET INT, then via FGT R-201 to FGT VORTAC. Thence

LANDING MSP RWYS 12L/R: From over FGT VORTAC via FGT R-330 to SLIKK, thence via 300° heading for radar vectors to final approach course.

LANDING MSP RWYS 30L/R, 4, 22, 17, 35: Via radar vectors to final approach course.

ALL OTHER AIRPORTS: From over TRGET INT via FCM VOR/DME R-174 to FCM VOR/DME then expect radar vectors to final approach course.



(UKN2.UKN) 08157

NAVALUKONI TVAVO DEDA DTI IDE ST.PAUL DOWNTOWN HOLMAN FIELD (STP)

WAUKON TWO DEPARTURE ST. PAUL DOWNTOWN HOLMAN FIELD (STP)

DEPARTURE ROUTE DESCRIPTON

TAKE-OFF RUNWAYS 9, 27: Fly assigned heading and altitude for radar vectors to FGT VORTAC then via FGT R-132 and UKN R-314 to UKN VORTAC, thence....

TAKE-OFF RUNWAY 13: Climb heading 125° to 1500 for radar vectors to

FGT VORTAC then via FGT R-132 and UKN R-314 to UKN VORTAC, thence....

TAKE-OFF RUNWAY 14: Climb heading 143° to 1500 for radar vectors to FGT VORTAC then via FGT R-132 and UKN R-314 to UKN VORTAC, thence....

TAKE-OFF RUNWAY 32: Climb heading 323° to 1300 for radar vectors to FGT VORTAC then via FGT R-132 and UKN R-314 to UKN VORTAC, thence....

....via transition or assigned route. Expect clearance to filed altitude/flight level 10 (ten) minutes after departure.

<u>DUBUQUE TRANSITION (UKN2.DBQ)</u>: From over UKN VORTAC via UKN R-140 and DBQ R-322 to DBQ VORTAC.

Multiple trees beginning 1265' from DER, 167' right of centerline, up to 75' AGL/1055' MSL.

TAKE-OFF OBSTACLE NOTES

v

Multiple trees beginning 1.1 NM from DER, 124' left of centerline, up to 100' AGL/1099' MSL.
OL tank 1571' from DER, 771' right of centerline, 50' AGL/811' MSL.
Mobile crane 1163' from DER, 123' left of centerline, 50' AGL/758' MSL.
RWY 13: OL stack 2695' from DER, 842' right of centerline, 50' AGL/820' MSL.

Tree 1563' from DER, 25' right of centerline, 61' AGL/748' MSL.
Multiple trees beginning 1004' from DER, 607' left of centerline, 50' AGL/767' MSL.
Tower 1725' from DER, 930' left of centerline, 47' AGL/753' MSL
Vent on building 3029' from DER, 629' right of centerline, 10' AGL/783' MSL.

Multiple bushes beginning 194' from DER, 88' left of centerline, 7' AGL/712' MSL.
Stack 1879' from DER, 25' left of centerline, 51' AGL/751' MSL.
RWY 14: Multiple trees beginning 805' from DER, 2' right of centerline, up to 112' AGL/811' MSL.
Multiple trees beginning 1205' from DER, 64' left of centerline, up to 80' AGL/770' MSL.

Poles 2810' from DER, 715' right of centerline, 91' AGL/778' MSL.

RWY 27: Multiple trees beginning 803' from DER, 122' left of centerline, up to 100' AGL/994' MSL.

RWY 27: Multiple trees beginning 803' from DER, 122' left of centerline, up to 100' AGL/994' N Tree 783' from DER, 105' right of centerline, 25' AGL/725' MSL. OL antenna 996' from DER, 304' right of centerline, 67' AGL/767' MSL. Light pole 1328' from DER, 222' left of centerline, 50' AGL/747' MSL.

Building 2049' from DER, 837' right of centerline, 57' AGL/761' MSL. Flagpole 2333' from DER, 199' left of centerline, 78' AGL/778' MSL. Stack 1.8 NM from DER, 635' left of centerline, 569' AGL/1279' MSL.

RWY 32: Road and vehicle 211' from DER, 482' left of centerline, 17' AGL/717' MSL.
Railroad beginning 369' from DER, 329' left of centerline, up to 23' AGL/727' MSL.

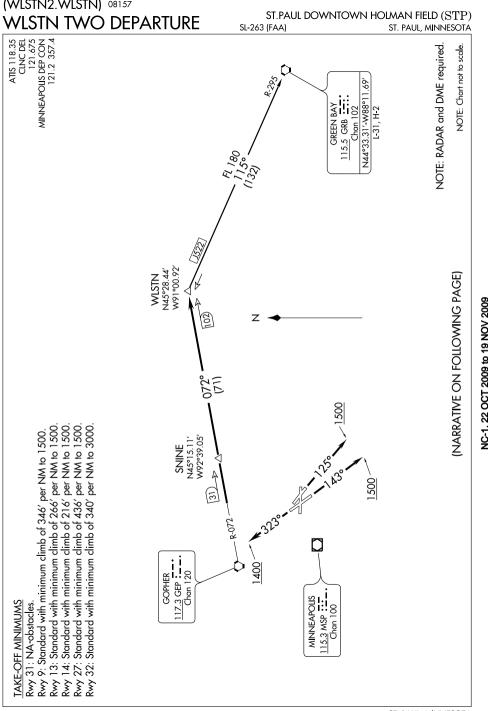
Pipe on DME 383' from DER, 269' right of centerline, 17' AGL/722' MSL.
Tree 1152' from DER, 209' left of centerline, 44' AGL/744' MSL.
Tree 1685' from DER, 277' right of centerline, 75' AGL/770' MSL.
Sign 5668' from DER, 1924' left of centerline, 86' AGL/874' MSL.

Trees 5614' from DER, 1796' right of centerline, 100' AGL/939' MSL. Building 5779' from DER, 1733' right of centerline, 72' AGL/910' MSL. Pole 1 NM from DER, 1835' right of centerline, 157' AGL/973' MSL.

Building 1.1 NM from DER, 2170' left of centerline, 122' AGL/978 MSL.

Multiple buildings beginning 1.1 NM from DER, 378' left of centerline, up to 142' AGL/918' MSL.

22 CT 2009 to 19 NOV 2009



(WLSTN2.WLSTN) 0815/
NA/LICTNETNA/O DEDA DTILIDE ST.PAUL DOWNTOWN HOLMAN FIELD (STP)

WLSTN TWO DEPARTURE

SL-263 (FAA) ST. PAUL, MINNESOTA

V

DEPARTURE ROUTE DESCRIPTON

TAKE-OFF RUNWAYS 9, 27: Fly assigned heading and altitude for radar vectors to

GEP R-072 to WLSTN/ GEP 102 DME, thence....

TAKE-OFF RUNWAY 13: Climb heading 125° to 1500 for radar vectors to GEP R-072 to WLSTN/ GEP 102 DME, thence....

TAKE-OFF RUNWAY 14: Climb heading 143° to 1500 for radar vectors to GEP R-072 to WLSTN/ GEP 102 DME, thence....

TAKE-OFF RUNWAY 32: Climb heading 323° to 1400 for radar vectors to GEP R-072 to WLSTN/ GEP 102 DME, thence....

....via transition or assigned route. Expect clearance to filed altitude/flight level 10 (ten) minutes after departure.

GREEN BAY TRANSITION (WLSTN2.GRB): From over WLSTN INT via GRB R-295 to GRB VORTAC.

TAKE-OFF OBSTACLE NOTES

RWY 9: Multiple trees beginning 1265' from DER, 167' right of centerline, up to 75' AGL/1055' MSL.

Multiple trees beginning 1.1 NM from DER, 124' left of centerline, up to 100' AGL/1099' MSL.

OL tank 1571' from DER, 771' right of centerline, 50' AGL/811' MSL.

Mobile crane 1163' from DER, 123' left of centerline, 50' AGL/758' MSL.

RWY 13: OL stack 2695' from DER, 842' right of centerline, 50' AGL/820' MSL.

Tree 1563' from DER, 25' right of centerline, 61' AGL/748' MSL.

Multiple trees beginning 1004' from DER, 607' left of centerline, 50' AGL/767' MSL.

Tower 1725' from DER, 930' left of centerline, 47' AGL/753' MSL

Vent on building 3029' from DER, 629' right of centerline, 10' AGL/783' MSL.

Multiple bushes beginning 194' from DER, 88' left of centerline, 7' AGL/712' MSL.

Stack 1879' from DER, 25' left of centerline, 51' AGL/751' MSL

RWY 14: Multiple trees beginning 805' from DER, 2' right of centerline, up to 112' AGL/811' MSL. Multiple trees beginning 1205' from DER, 64' left of centerline, up to 80' AGL/770' MSL. Poles 2810' from DER, 715' right of centerline, 91' AGL/778' MSL.

Poles 2810' from DER, 715' right of centerline, 91' AGL/778' MSL.

RWY 27: Multiple trees beginning 803' from DER, 122' left of centerline, up to 100' AGL/994' MSL.

Tree 783' from DER, 105' right of centerline, 25' AGL/725' MSL.

OL antenna 996' from DER, 304' right of centerline, 67' AGL/767' MSL. Light pole 1328' from DER, 222' left of centerline, 50' AGL/747' MSL. Building 2049' from DER, 837' right of centerline, 57' AGL/761' MSL.

Flagpole 2333' from DER, 199' left of centerline, 78' AGL/778' MSL.
Stack 1.8 NM from DER, 635' left of centerline, 569' AGL/1279' MSL.
RWY 32': Road and sehicle 211' from DER 482' left of centerline, 17' AGL/717'

RWY 32: Road and vehicle 211' from DER, 482' left of centerline, 17' AGL/717' MSL.
Railroad beginning 369' from DER, 329' left of centerline, up to 23' AGL/727' MSL.
Pipe on DME 383' from DER, 269' right of centerline, 17' AGL/722' MSL.

Tree 1152' from DER, 209' left of centerline, 44' AGL/744' MSL. Tree 1685' from DER, 277' right of centerline, 75' AGL/770' MSL. Sign 5668' from DER, 1924' left of centerline, 86' AGL/874' MSL. Trees 5614' from DER, 1796' right of centerline, 100' AGL/939' MSL.

Building 5779' from DER, 1796' right of centerline, 100' AGL/939' MSL.

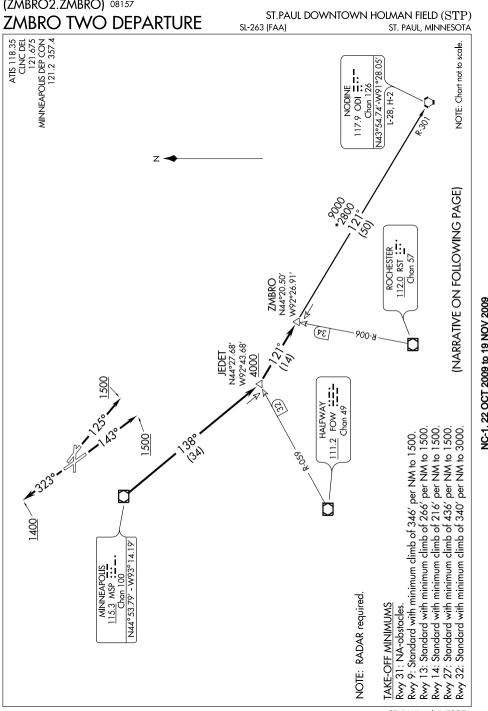
Building 5779' from DER, 1733' right of centerline, 72' AGL/910' MSL.

Pole 1 NM from DER, 1835' right of centerline, 157' AGL/973' MSL.

Building 1.1 NM from DER, 2170' left of centerline, 122' AGL/986' MSL.

Multiple buildings beginning 1.1 NM from DER, 378' left of centerline, up to 142' AGL/918' MSL.

NC-1, 22 OCT 2009 to 19 NOV 2009



(ZMBRO2.ZMBRO) 08157 ST.PAUL DOWNTOWN HOLMAN FIELD (STP) ZMBRO TWO DEPARTURE

SL-263 (FAA) DEPARTURE ROUTE DESCRIPTON ST. PAUL, MINNESOTA

22 CT 2009 to 19 NOV 2009

V

TAKE-OFF RUNWAYS 9, 27: Fly assigned heading and altitude for radar vectors to MSP VOR/DME then via MSP R-138 to JEDET INT/MSP 34 DME, at or above

4000; then via ODI R-301 to ZMBRO INT/ODI 50 DME, thence....

TAKE-OFF RUNWAY 13: Climb heading 125° to 1500 for radar vectors to MSP VOR/DME then via MSP R-138 to JEDET INT/MSP 34 DME, at or above 4000; then via ODI R-301 to ZMBRO INT/ODI 50 DME, thence....

TAKE-OFF RUNWAY 14: Climb heading 143° to 1500 for radar vectors to MSP VOR/DME then via MSP R-138 to JEDET INT/MSP 34 DME, at or above 4000; then via ODI R-301 to ZMBRO INT/ODI 50 DME, thence....

MSP VOR/DME then via MSP R-138 to JEDET INT/MSP 34 DME, at or above 4000; then via ODI R-301 to ZMBRO INT/ODI 50 DME, thence....

TAKE-OFF RUNWAY 32: Climb heading 323° to 1400 for radar vectors to

...via transition or assigned route. Expect clearance to filed altitude/flight level 10 (ten) minutes after departure.

NODINE TRANSITION (ZMBRO2.ODI): From over ZMBRO INT via ODI R-301 to ODI VORTAC.

TAKE-OFF OBSTACLE NOTES

Multiple trees beginning 1265' from DER, 167' right of centerline, up to 75' AGL/1055' MSL. Multiple trees beginning 1.1 NM from DER, 124' left of centerline, up to 100' AGL/1099' MSL. OL tank 1571' from DER, 771' right of centerline, 50' AGL/811' MSL. Mobile crane 1163' from DER, 123' left of centerline, 50' AGL/758' MSL. RWY 13: OL stack 2695' from DER, 842' right of centerline, 50' AGL/820' MSL.

Tree 1563' from DER, 25' right of centerline, 61' AGL/748' MSL. Multiple trees beginning 1004' from DER, 607' left of centerline, 50' AGL/767' MSL

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RWY 14: Multiple trees beginning 805' from DER, 2' right of centerline, up to 112' AGL/811' MSL. Multiple trees beginning 1205' from DER, 64' left of centerline, up to 80' AGL/770' MSL. Poles 2810' from DER, 715' right of centerline, 91' AGL/778' MSL.

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OL antenna 996' from DER, 304' right of centerline, 67' AGL/767' MSL. Light pole 1328' from DER, 222' left of centerline, 50' AGL/747' MSL. Building 2049' from DER, 837' right of centerline, 57' AGL/761' MSL.

Flagpole 2333' from DER, 199' left of centerline, 78' AGL/778' MSL. Stack 1.8 NM from DER, 635' left of centerline, 569' AGL/1279' MSL.

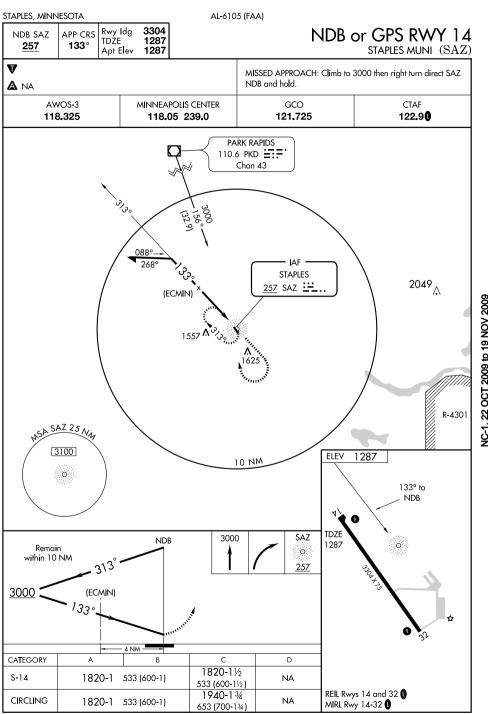
Road and vehicle 211' from DER, 482' left of centerline, 17' AGL/717' MSL. Railroad beginning 369' from DER, 329' left of centerline, up to 23' AGL/727' MSL.

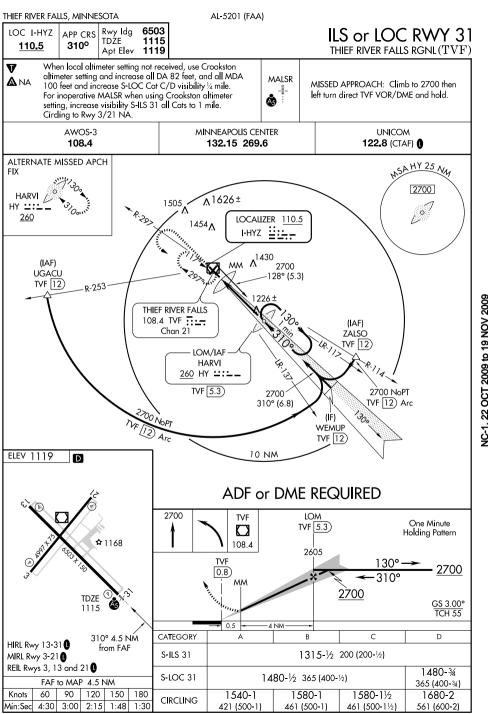
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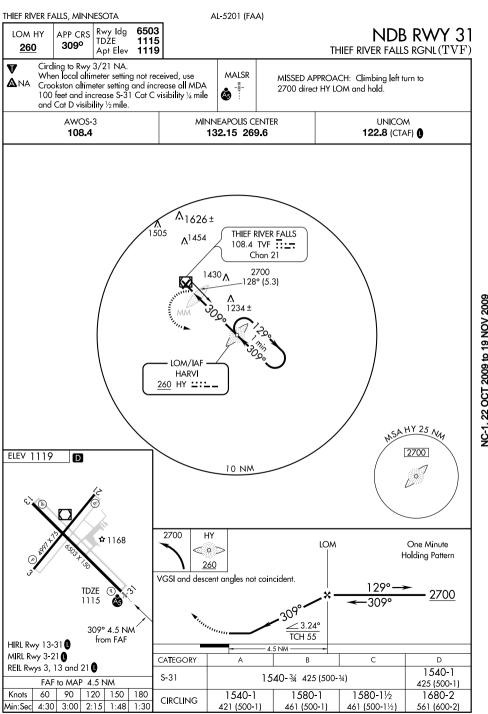
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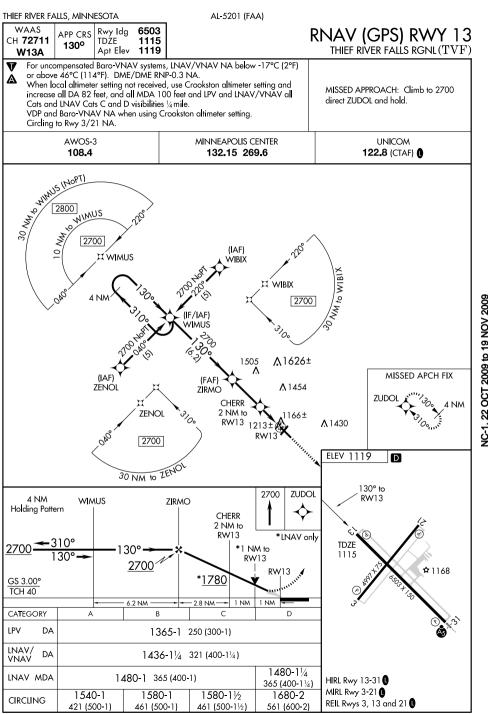
Pole 1 NM from DER, 1835' right of centerline, 157' AGL/973' MSL. Building 1.1 NM from DER, 2170' left of centerline, 122' AGL/886' MSL.

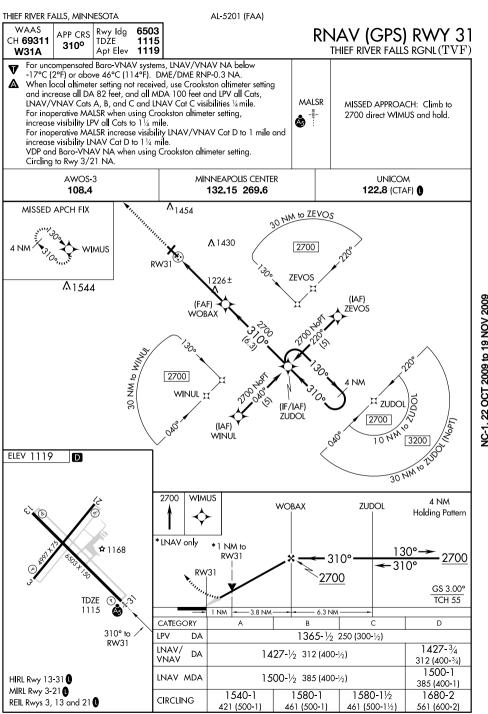
Multiple buildings beginning 1.1 NM from DER, 378' left of centerline, up to 142' AGL/918' MSL.

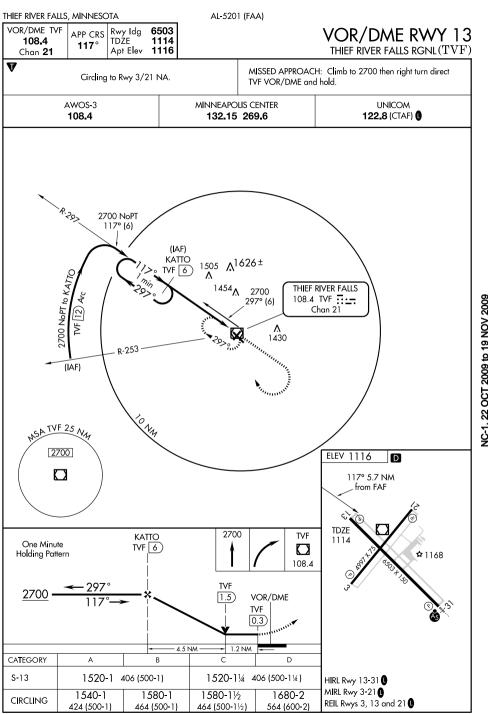


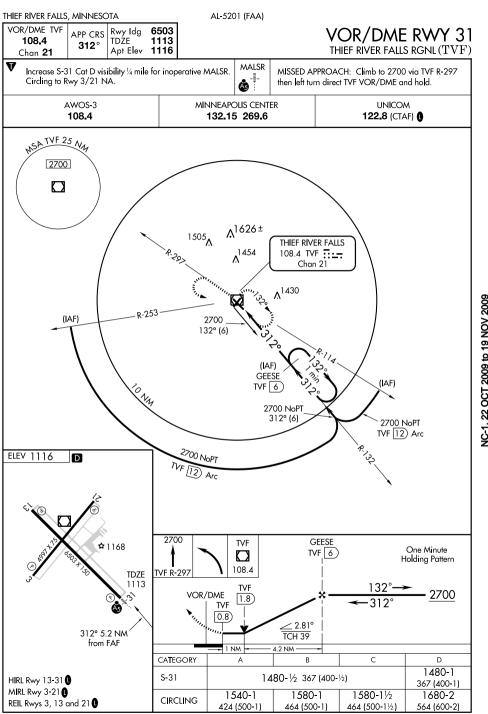


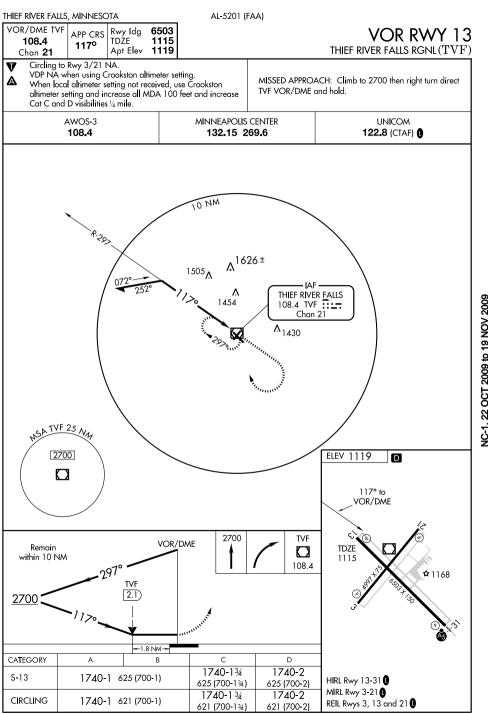


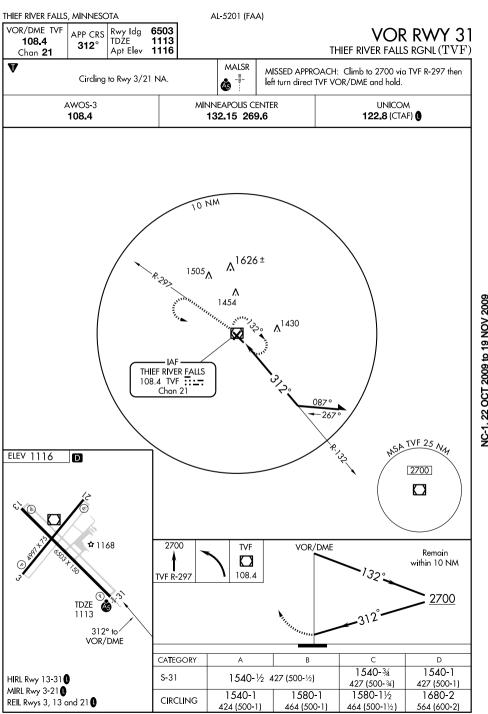


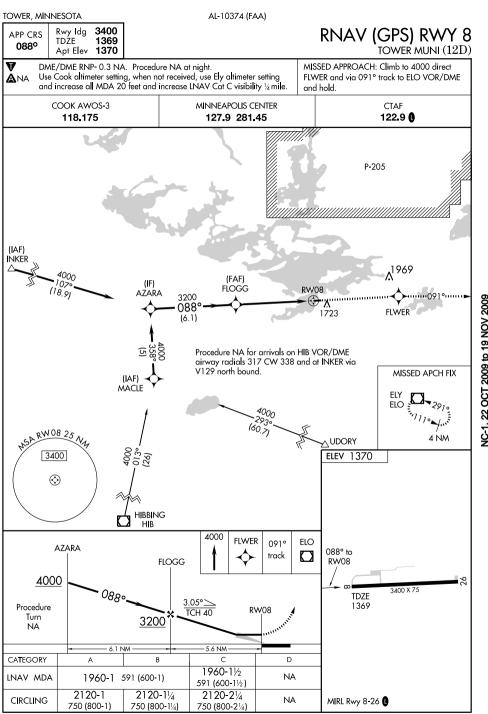


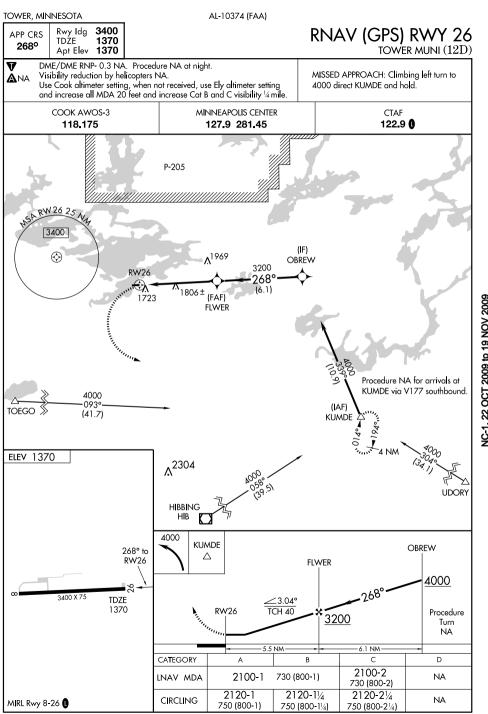


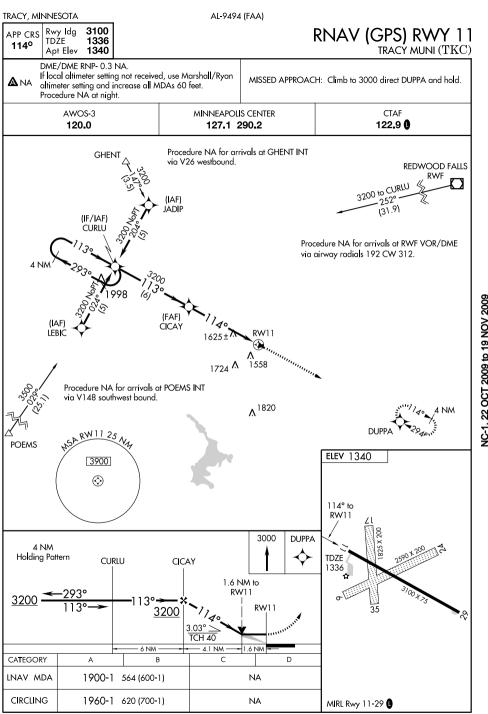


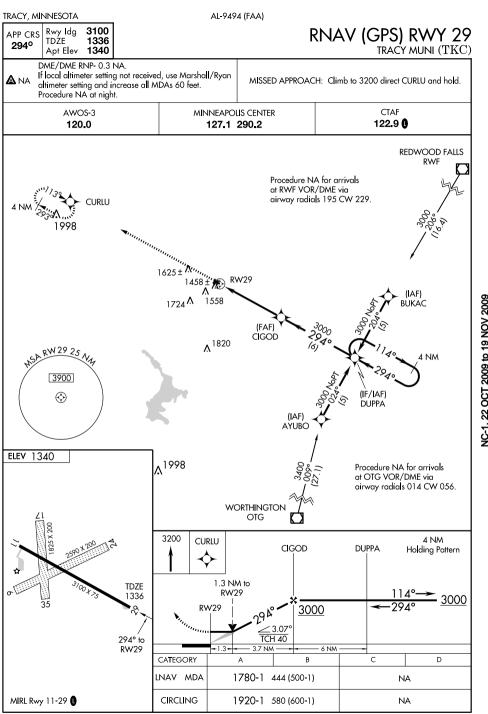


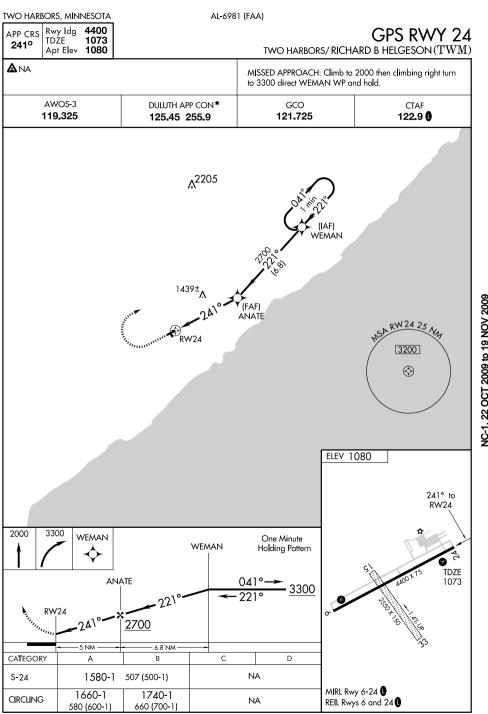


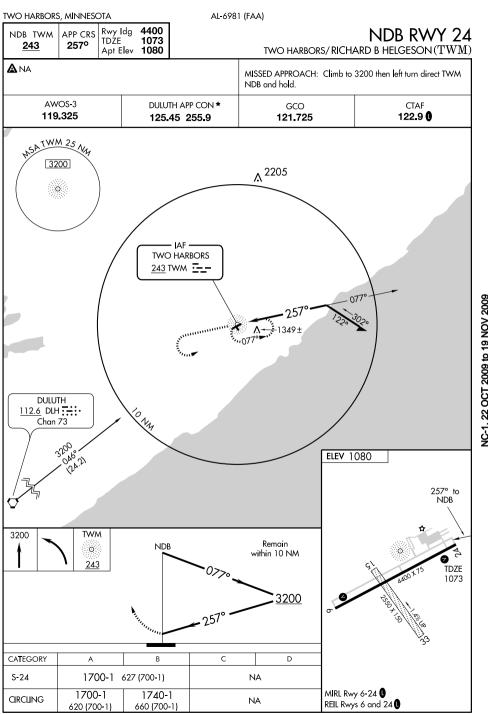


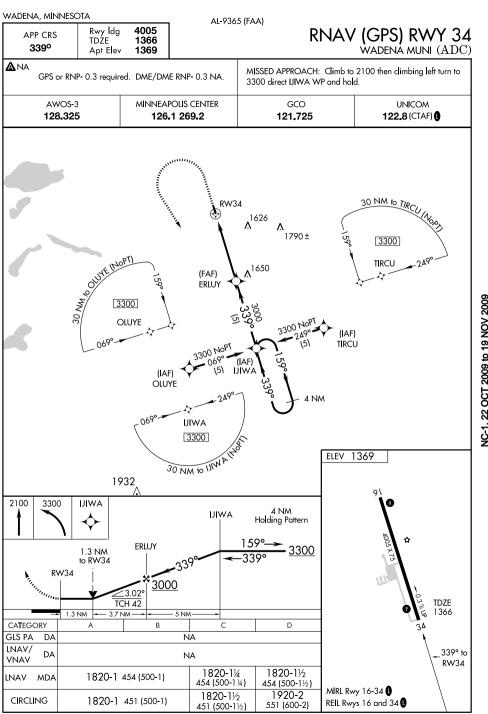


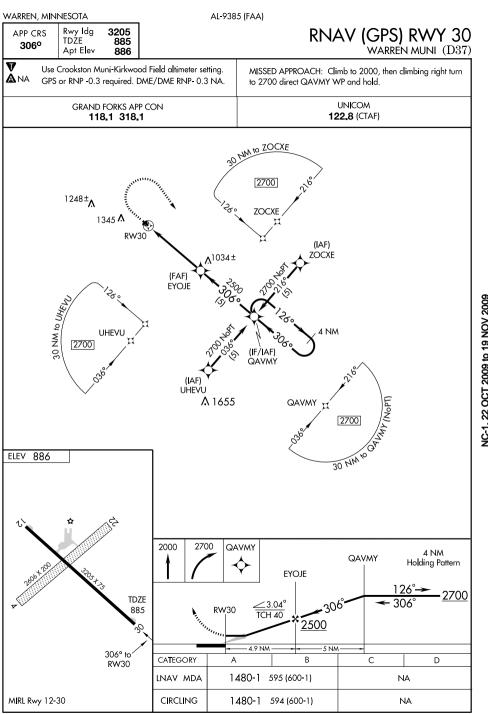


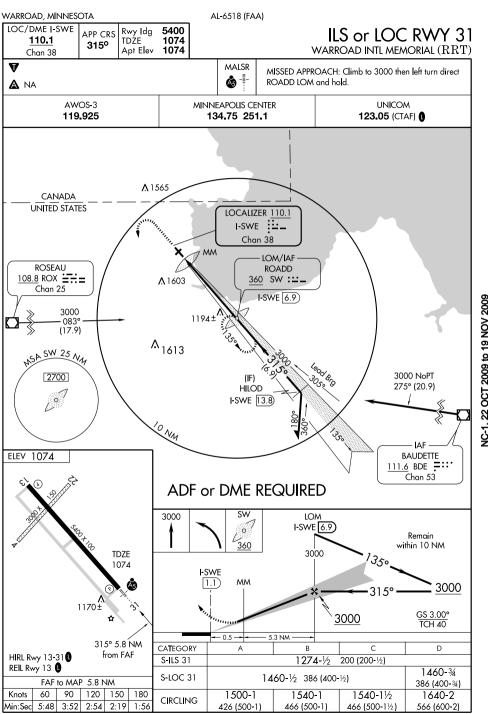












RNAV (GPS) RWY 13

NC-1 22 OCT 2009 to 19 NOV 2009

135° WARROAD INTL MEMORIAL (R.R.T.) Apt Elev 1074 DME/DME RNP-0.3 NA. When local altimeter setting not received, use Roseau altimeter setting and increase all MDAs 40 feet, and LNAV Cat C visibilities ¼ mile. MISSED APPROACH: Climb to 3000 direct EPAME and hold. VDP NA when using Roseau altimeter setting. AWOS-3 MINNEAPOLIS CENTER UNICOM 119.925 134.75 251.1 123.05 (CTAF) ((IAF) NSA RW 13 25 Ny 2700 **(** (IF/IAF) HÁPKO 1565 TEVPE DUSEC CANADA UNITED STATES 1603 ROSEAU **ROX** Procedure NA for arrivals at ROX VOR/DME via V175 southeast bound. ELEV ↑ 1613 1074 135° to RW13 **TDZE EPAME** VGSI and descent angles not coincident. 3000 4 NM Holding Pattern HAPKO **DUSEC** 1.4 NM to 3000 3.04°: 1340. TCH 45 2700

6.9 NM -

1560-1 487 (500-1)

1560-1 486 (500-1)

3.5 NM -

C

1560-11/4

487 (500-11/4)

1560-11/2

486 (500-1½)

1.4

1560-11/2

487 (500-11/2)

1640-2

566 (600-2)

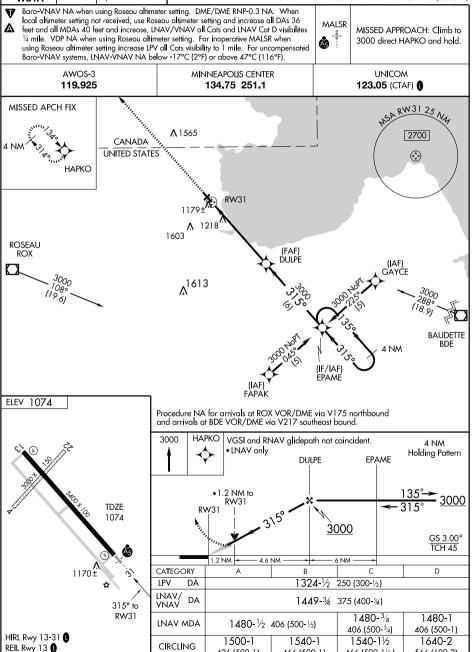
HIRL Rwy 13-31 (REIL Rwy 13 (

1170±

CATEGORY

LNAV MDA

CIRCLING



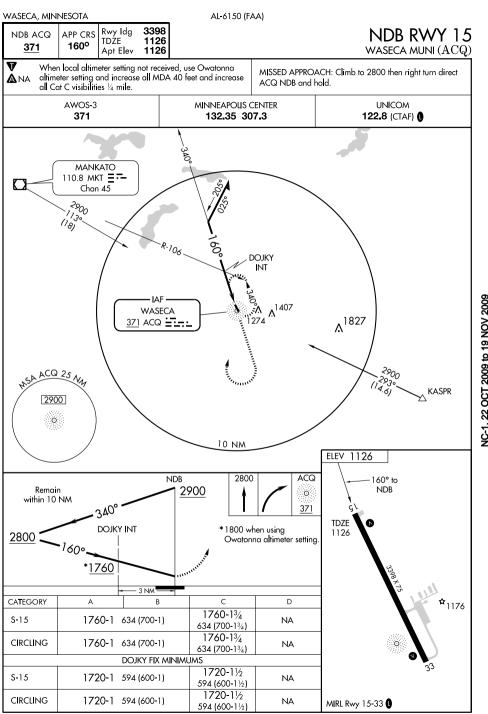
<u>466 (5</u>00-1)

<u>426 (5</u>00-1)

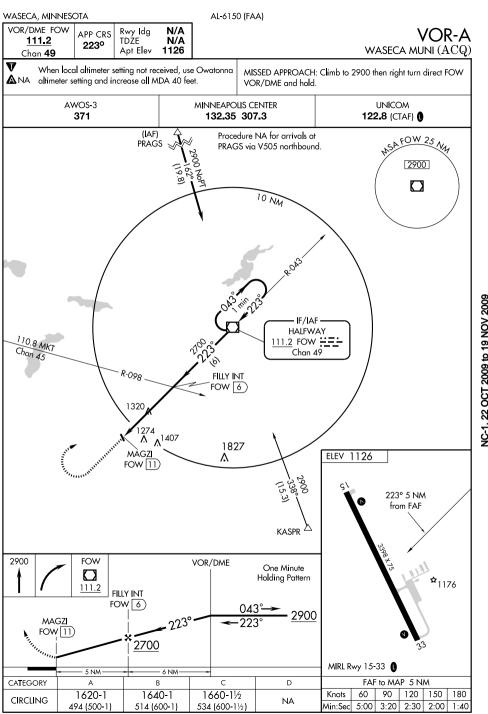
466 (500-1½)

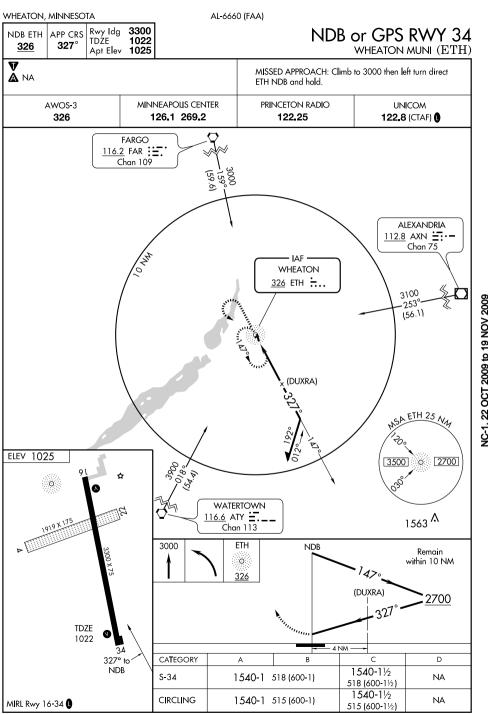
566 (600-2)

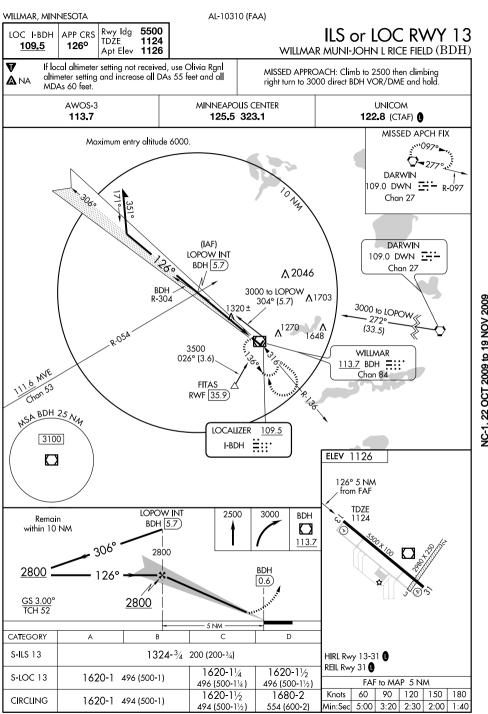
UC-1 22 OCT 2009 to 19 NOV 2009



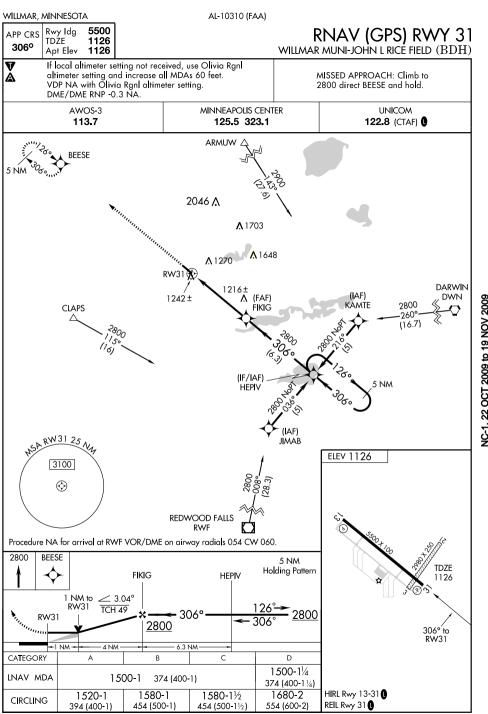
NC-1 22 OCT 2009 to 19 NOV 2009

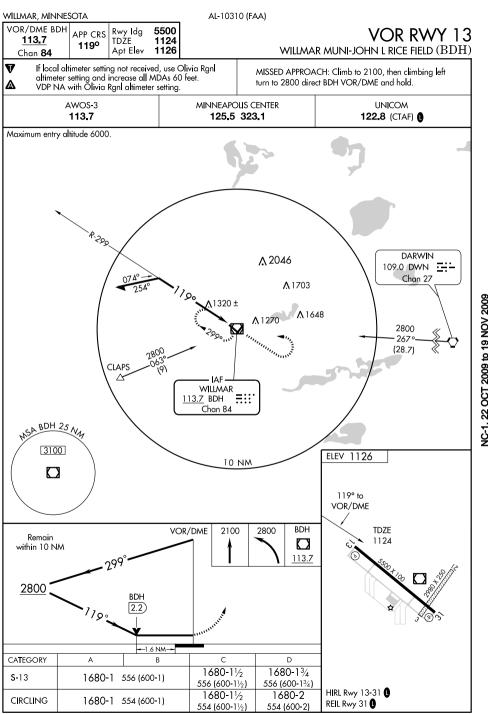




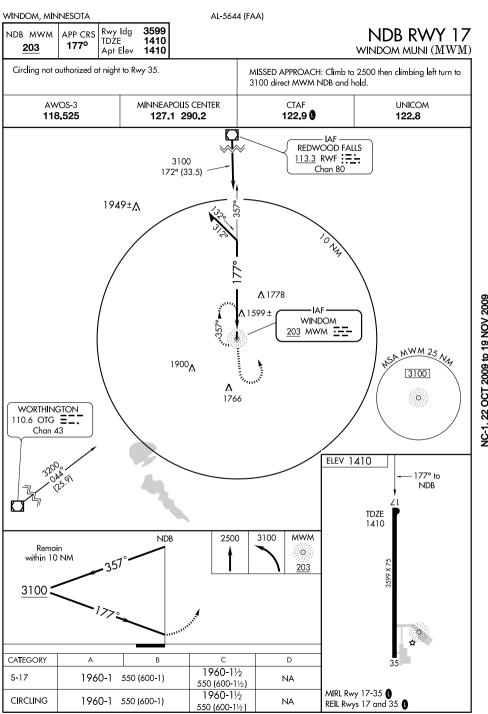


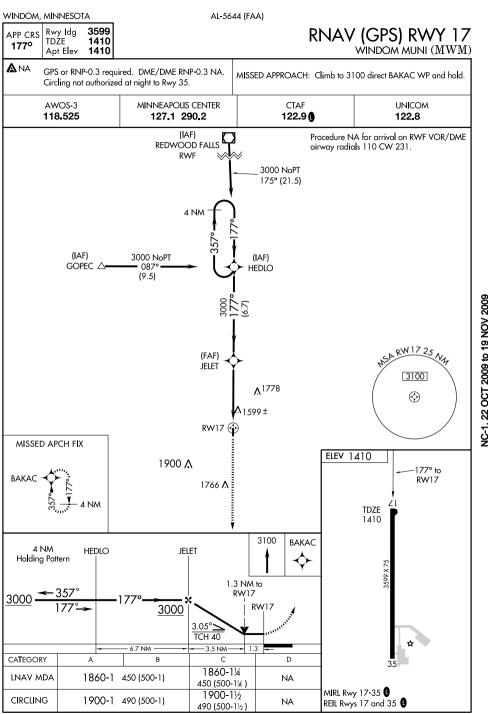
WILLMAR, MINNESOTA AL-10310 (FAA) WAAS Rwy Ida 5500 RNAV (GPS) RWY 13 APP CRS CH 93902 TDŹE 1124 126° WILLMAR MUNI-JOHN L RICE FIELD (BDH) Apt Elev 1126 W13A T If local altimeter setting not received, use Olivia Rgnl altimeter setting and increase all DAs/MDAs 60 feet. DME/DME RNP -0.3 NA. MISSED APPROACH: Climb to 2800 direct HEPIV For uncompensated Baro-VNAV systems, LNAV/VNAV NA below and hold -17°C (2°F) or above 46°C (116°F). Baro-VNAV and VDP NA when using Olivia Rgnl altimeter setting. MINNEAPOLIS CENTER UNICOM AWOS-3 113.7 125.5 323.1 122.8 (CTAF) (NSA RW13 25 Ny ARMUW 3100 **(** (IAF) SWELT (IF/IAF) BEESE NC-1 22 OCT 2009 to 19 NOV 2009 2046 Λ (FAF) (IAF) LÒPOW IBIYÓ Λ 1703 2800 1259± **∆**1270 **∧**1648 174.21 1210± * Marian RW13 ARDUE CLAPS **ELEV 1126** HEPIV 126° to 2800 **HFPIV** 5 NM **BEESE** LOPOW RW13 Holding Pattern TD7F 1124 *1.4 NM to *LNAV only 2800 126° RW13 RW134 2800 GS 3.00° TCH 52 6.3 NM 3.6 NM CATEGORY Α D LPV DA 1387-1 263 (300-1) LNAV/ DA 1480-11/4 356 (400-11/4) VNAV 1620-11/4 1620-11/2 LNAV MDA 1620-1 496 (500-1) 496 (500-11/4) 496 (500-11/2) HIRL Rwy 13-31 1680-2 1620-11/2 CIRCLING 1620-1 494 (500-1) REIL Rwy 31 554 (600-2) 494 (500-11/2)

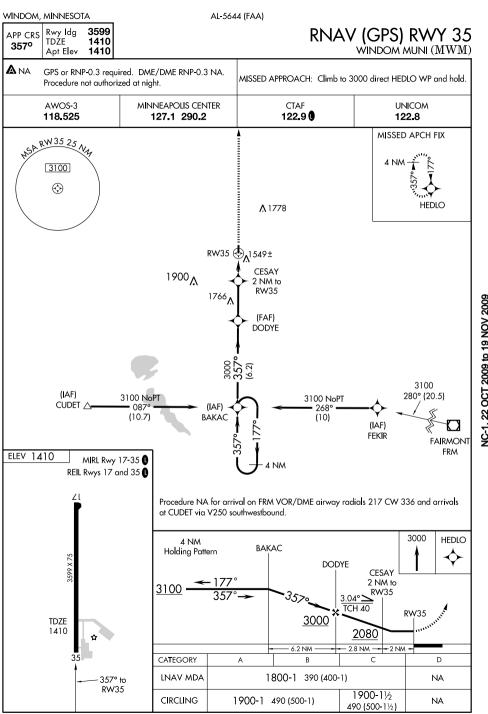


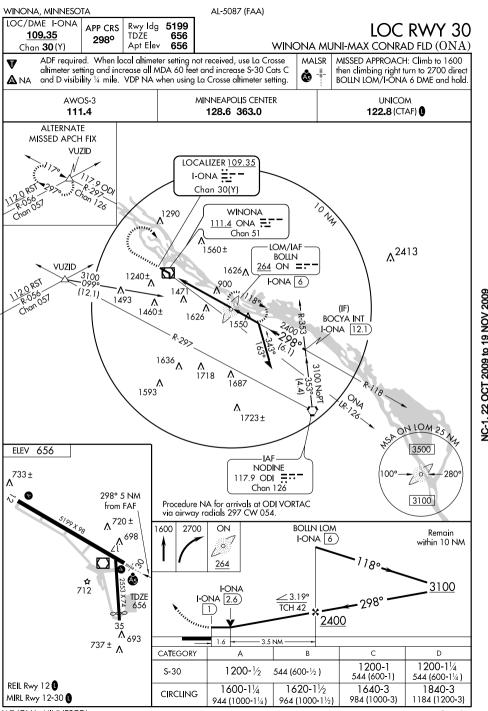


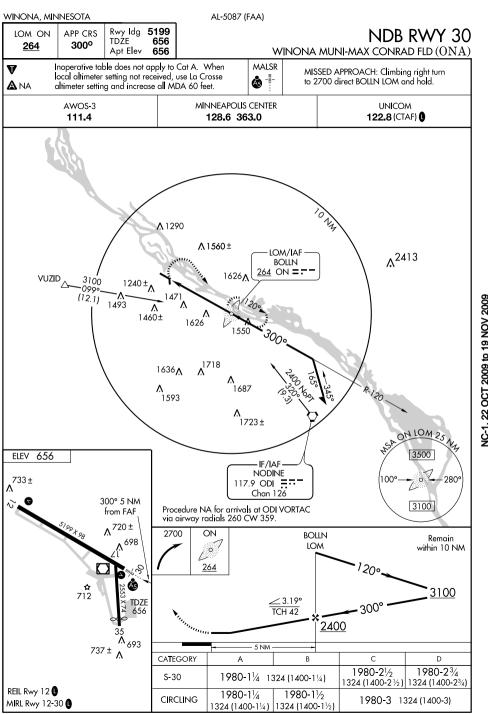
WILLMAR, MINNESOTA AL-10310 (FAA) VOR/DME BDH Rwy Ida 5500 VOR RWY 31 APP CRS 113.7 TDŹE 1126 316° Apt Elev WILLMAR MUNI-JOHN L RICE FIELD (BDH) 1126 Chan 84 If local altimeter setting not received, use Olivia Rgnl MISSED APPROACH: Climb to 2000, then climbing altimeter setting and increase all MDAs 60 feet. A left turn to 2800 direct BDH VOR/DME and hold. VDP NA with Ölivia Ranl altimeter setting. AWOS-3 MINNEAPOLIS CENTER UNICOM 113,7 125.5 323.1 122.8 (CTAF) 0 Maximum entry altitude 6000. AF-WILLMAR 2046 113.7 BDH DARWIN -Chan 84 The state of the s 109.0 DWN ---Chan 27 **∧** 1703 1270 Λ 1648 22-1 22 OCT 2009 to 19 NOV 2009 Λ_{1255±} 2800 **EBNOW** 267° 2800 _BDH 2.3) (28.7)063° CLAPS (9) NSA BDH 25 NA 3100 8 10 NM **ELEV 1126** 2000 2800 **BDH** Remain VOR/DME within 10 NM 113.7 1360. *1860 when using Olivia Ranl **EBNOW** 2800 altimeter setting. **BDH** BDH 2.3 1.4 2.970 * 1800 TCH 49 -1 1 NM 0.9 NM -CATEGORY Α D 1800-2 1800-21/4 **TDZE** S-31 1800-1 674 (700-1) 1126 674 (700-2) 674 (700-21/4) 1800-2 1800-21/4 CIRCLING 1800-1 674 (700-1) 674 (700-2) 674 (700-21/4) 316° to EBNOW FIX MINIMUMS VOR/DME 1520-11/4 S-31 1520-1 394 (400-1) 394 (400-11/4) HIRL Rwy 13-31 1520-1 1.580-1 1680-2 1580-11/2 CIRCLING REIL Rwy 31 🗓 394 (400-1) 454 (500-1) 454 (500-11/2) 554 (600-2)

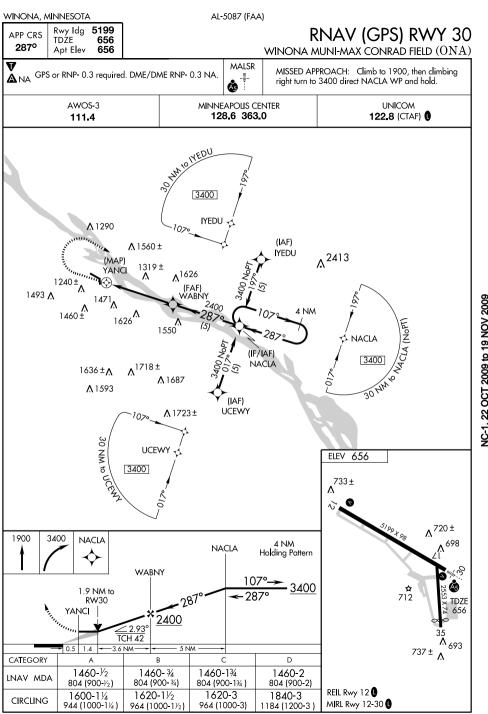


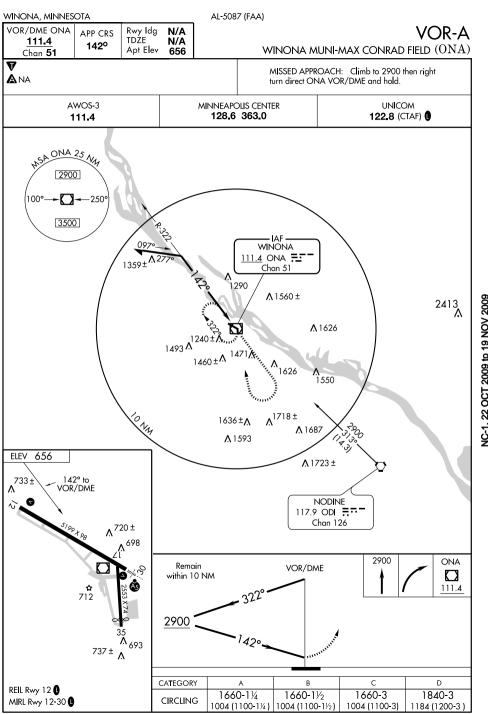


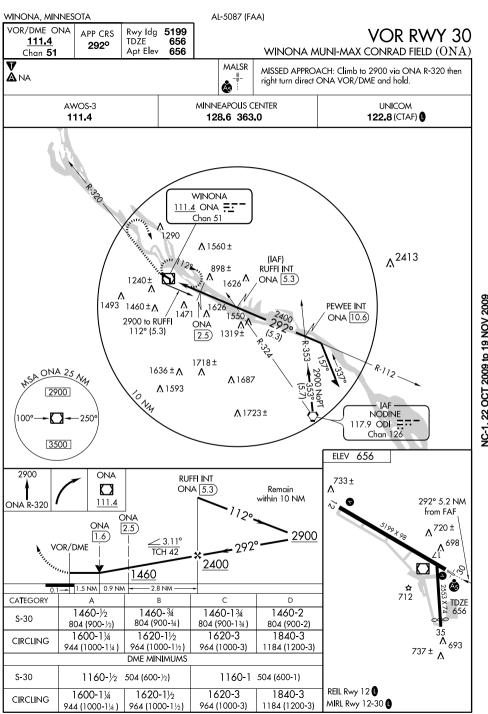


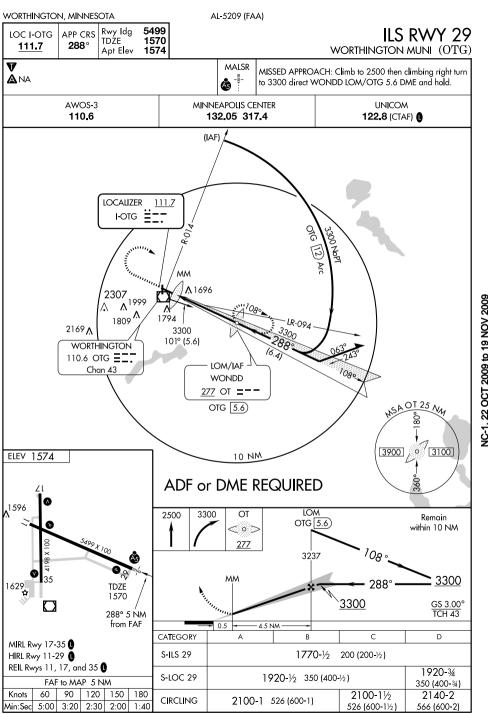


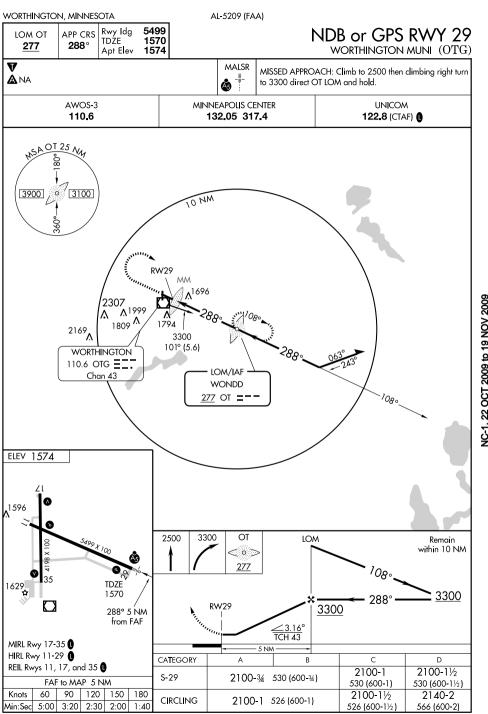


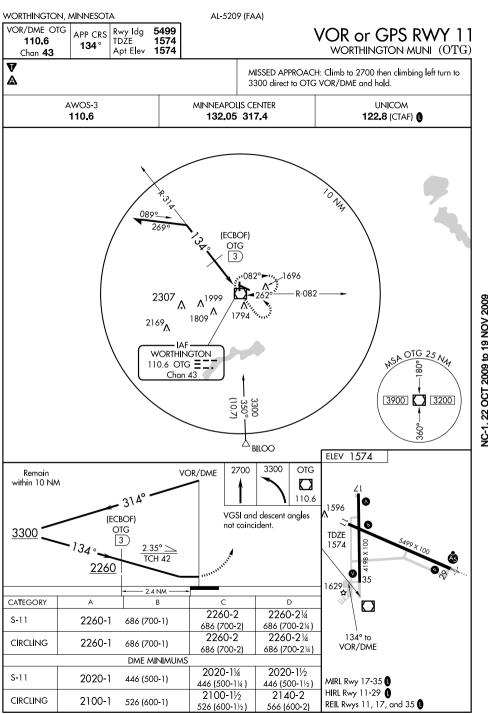


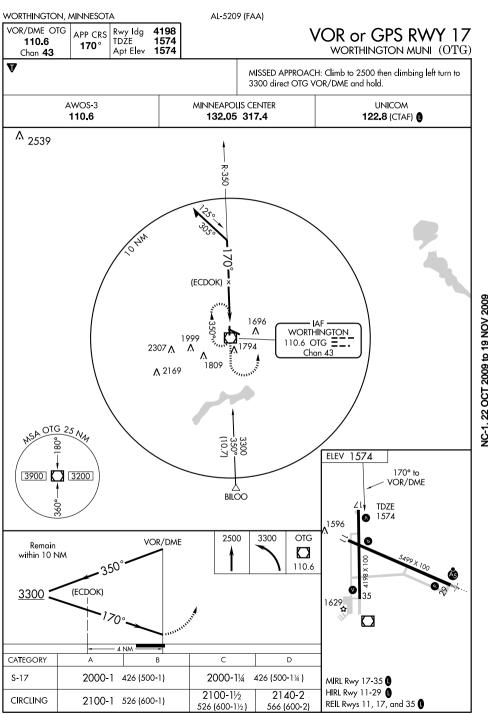


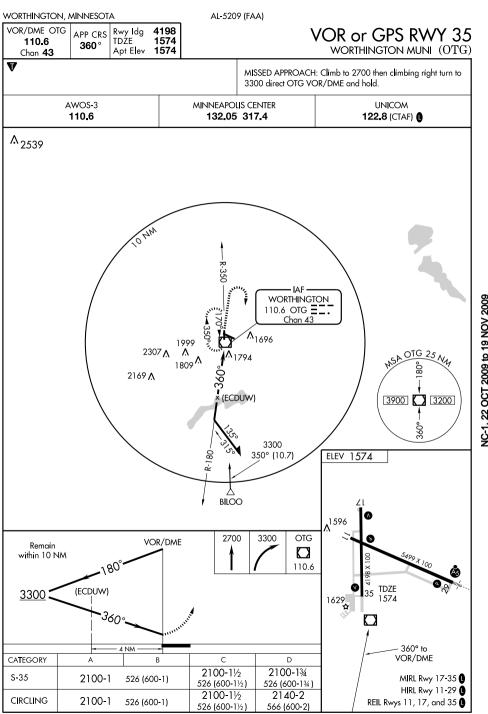












22 OCT 2009 to 19 NOV 2009

ALTERNATE MINS



INSTRUMENT APPROACH PROCEDURE CHARTS

IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME

CEDAR RAPIDS, IA

COLUMBIA, MO

1000-3.

NAME ANKENY.IA	ALTERNATE MINIMUMS
,	RNAV (GPS) Rwy 18 RNAV (GPS) Rwy 22 RNAV (GPS) Rwy 36
NA when local weath	
ATLANTIC, IA ATLANTIC MUNI	
Category D, 800-2½ NA when local weath	
BRANSON, MO BRANSON	RNAV (GPS) Rwy 14 ¹ RNAV (GPS) Rwy 32 ²
NA when local weath ¹ Category C, 800-23 ² Category D, 800-23	ner not available. 4; Category D, 800-2½.
BURLINGTON, IA SOUTHEASTIOWA	
RGNL	RNAV (GPS) Rwy 361 RNAV (GPS) Rwy 12 RNAV (GPS) Rwy 30 RNAV (GPS) Rwy 36 VOR/DME Rwy 12 VOR Rwy 30
NA when local weath ¹ILS,LOC, Category	ner not available.
CAPE GIRARDEAU	, MO

NA when local weather not available. 1NA when control tower closed.
CHARLES CITY, IA NORTHEAST
IOWA RGNLLOC Rwy 12 NDB Rwy 12
RNAV (GPS) Rwy 12 RNAV (GPS) Rwy 30 RNAV (GPS) Rwy 30
NA when local weather not available.
CHEROKEE,IA CHEROKEE COUNTY RGNLRNAV (GPS) Y Rwy 36
RNAV (GPS) Z Rwy 361
NA when local weather not available. Categories A, B, 800-2½.
CLINTON, IA
CLINTON MUNI RNAV (GPS) Rwy 3 RNAV (GPS) Rwy 21
VOR Rwy 3
NA when local weather not available.

COLUMBIA RGNL ILS or LOC/DME Rwy 21

¹NA when local weather not available.

²Categories A,B, 1000-2; Categories C,D,

LOC/DME BC Rwy 201

VOR Rwy 13²

THE EASTERN IOWA ILS or LOC Rwy 91

ALTERNATE MINIMUMS

ILS or LOC Rwy 271 RNAV (GPS) Rwy 9 RNAV (GPS) Rwy 27 VOR Rwy 27

CAPE GIRARDEAU

RGNLILS or LOC Rwy 1012 LOC/DME BC Rwy 281 RNAV (GPS) Rwy 101 RNAV (GPS) Rwy 2813

¹NA when local weather not available. ²ILS, LOC, Categories A, B, 1000-2; Categories C, D, 1000-3.

3Categories A,B,C,D, 900-21/4.

22 OCT 2009 to 19 NOV 2009

95			_		
NAME ALTE	RNATEMINIMUMS	NAME	ALTERNATE MINIMUMS		
COUNCIL BLUFFS, IA		FORT DODGE, IA			
COUNCIL			RNAV (GPS) Rwy 12		
BLUFFS MUNI I	RNAV (GPS) Rwy 14	TORT BODGE RONE	RNAV (GPS) Rwy 30		
	RNAV (GPS) Rwy 18		VOR Rwy 12		
	RNAV (GPS) Rwy 36		VOR/DME Rwy 30		
	VOR-A	NA when local weather			
NA when local weather not		TWY WHOM IOOG! Would	i not available.		
TWY WHOM IOOG! WOULING HOL	availabio.	FORT LEONARD WO	OOD. MO		
CRESTON, IA		WAYNESVILLE-ST. ROBERT RGNL			
CRESTON MUNI I	RNAV (GPS) Rwv 16	FORNEY FIELDILS or LOC Rwy 1412			
	RNAV (GPS) Rwy 34		NDB Rwy 321		
NA when local weather not			RNAV (GPS) Rwy 142		
			RNAV (GPS) Rwy 32 ²		
DAVENPORT, IA			VOR Rwy 141		
DAVENPORT MUNI	RNAV (GPS) Rwy 3		VOR Rwy 321		
	RNAV (GPS) Rwy 15	¹ NA when control tower	er closed.		
ı	RNAV (GPS) Rwy 21	² NA when local weath	er not available.		
F	RNAV (GPS) RWY 33				
	VOR Rwy 3	GRINNELL, IA			
	VOR Rwy 21	GRINNELL RGNL	NDB Rwy 13		
NA when local weather not	available.		RNAV (GPS) Rwy 13		
			RNAV (GPS) Rwy 31		
DECORAH, IA			VOR/DME Rwy 31		
DECORAH MUNII		NA when local weather	er not available.		
NA when local weather not	available.				
DEC MOINES IA		HARRISONVILLE, M	O		
DES MOINES, IA	11.0 1.00 D	LAWRENCE	DNAV (000) D 47		
DES MOINES INTL	LS or LOC Rwy 51	SMITHMEMORIAL	RNAV (GPS) Rwy 17		
	LS or LOC Rwy 13 ¹	NA when local weather	RNAV (GPS) Rwy 35		
	RNAV (GPS) Rwy 5 ²	NA when local weather	i fiot available.		
	NAV (GPS) Rwy 13 ²	IOWA CITY, IA			
	NAV (GPS) Rwy 31 ²	,	RNAV (GPS) Rwy 25		
1	VOR/DME Rwy 233	IOWA CITT WONT	RNAV (GPS) Rwy 30		
¹ Category E, 900-2¾.	VOIODINE INWY 23		VOR-A		
² NA when local weather not	t available.	NA when local weather	er not available.		
3Category C, 800-21/4; Cate					
		IOWA FALLS, IA			
DUBUQUE, IA			RNAV (GPS) Rwy 31		
DUBUQUE RGNL I		NA when local weather	er not available.		
	RNAV (GPS) Rwy 31		-		
ı	RNAV (GPS) Rwy 36	JEFFERSON CITY, N	10		
	VOR Rwy 13 ¹	JEFFERSON CITY			
	VOR Rwy 31 ¹	MEMORIAL	ILS or LOC Rwy 30123		
NIAb II	VOR Rwy 36		NDB Rwy 12 ¹⁴		
NA when local weather not	avalidble.		RNAV (GPS) Rwy 1235 RNAV (GPS) Rwy 3035		
¹Category D, 800-2¼.		¹ NA when control towe			
ESTHERVILLE, IA			C, 800-2; Category D,		
ESTHERVILLE MUNI I	RNAV (GPS) Rwv 16	800-2½. LOC, Categ			
	RNAV (GPS) Rwy 34	³ NA when local weath			
NA when local weather not	` , ,	⁴ Category D, 800-2½.			
			Category D, 800-21/2.		
EVIDEIEI D IV		3 , ,	3 , ,		

FAIRFIELD, IA

FAIRFIELD MUNI RNAV (GPS) Rwy 18 RNAV (GPS) Rwy 36

NA when local weather not available.





95	4
NAME ALTERNATE MINIMUMS JOPLIN, MO JOPLIN RGNL ILS or LOC/DME Rwy 1 ILS or LOC/NDB Rwy 1 NA when control tower closed. KAISER/LAKE OZARK, MO LEE C. FINE MEMORIAL RNAV (GPS) Rwy 2 RNAV (GPS) Rwy 2	LEE'S SUMMIT, MO LEE'S SUMMIT MUNI RNAV (GPS) Rwy 11 RNAV (GPS) Rwy 18 RNAV (GPS) Rwy 29 RNAV (GPS) Rwy 36 NA when local weather not available.
VOR Rwy NA when local weather not available.	
KANSAS CITY, MO CHARLES B. WHEELER DOWNTOWN ILS or LOC Rwy 1	92 RNAV (GPS) Rwy 242 93 VOR Rwy 64 34 1ILS, Categories B,C,D, 700-2. 15 2NA when local weather not available. 19 3Categories A, B, C, D, 800-2½.
NA when local weather not available. *ILS,LOC, Category A,B, 1300-2, Category C,D, 1300-3. *ILS, 700-2. *Category D, 800-2½. *Categories A,B, 1000-1½; Category C, 1000-2¾; Category D, 1000-3. *Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.	NEWTON, IA NEWTON MUNIRNAV (GPS) Rwy 14 RNAV (GPS) Rwy 32 NA when local weather not available. OSKALOOSA, IA
KEOKUK, IA KEOKUK MUNI	26 OTTUMWA RGNL
NA when local weather not available. KIRKSVILLE, MO KIRKSVILLE	PELLA, IA PELLA MUNIRNAV (GPS) Rwy 16 RNAV (GPS) Rwy 34
RGNL ILS or LOC/DME Rwy 3 RNAV (GPS) Rwy 1 RNAV (GPS) Rwy 3 VOR- VOR/DME- NA when local weather not available.	POPLAR BLUFF, MO POPLAR BLUFF MUNI RNAV (GPS) Rwy 181

LE MARS, IA

LE MARS MUNI VOR/DME or GPS Rwy 36 Categories A,B, 900-2.

¹NA when local weather not available.

²NA except for operators with approved weather reporting service.

09295

NAME



ALTERNATE MINS

ALTERNATE MINIMUMS

LOC BC Rwy 1713

RADAR-1⁴

ST CHARLES, MO

ST CHARLES COUNTY SMARTT RNAV (GPS) Rwv 18

VOR Rwy 18 NA when local weather not available.

ST. JOSEPH, MO ROSECRANS

MEMORIALILS or LOC Rwv 3512

VOR or TACAN Rwv 175 ¹NA when control tower closed. 2ILS. Category D. 700-21/4: Category E. 1000-3.

LOC, Category D, 800-21/4; Category E, 1000-3. 3Category D, 800-21/4. ⁴PAR, Category D, 700-21/4; Category E, 1000-3. ASR Category D, 800-21/4; Category E,

⁵Category D, 800-21/4; Category E, 1000-3.

ST. LOUIS. MO

LAMBERT-

ST. LOUIS INTL RNAV (GPS) Rwy 11

Category E, 800-2.

SPIRIT OF ST. LOUIS ILS or LOC Rwy 8R13 ILS or LOC Rwy 26L24 RNAV (GPS) Rwy 8L1 RNAV (GPS) Rwy 8R15 RNAV (GPS) Rwy 26L15

RNAV (GPS) Rwy 26R1 ¹NA when local weather not available. ²NA when control tower closed. 3ILS, Categories A,B,C, 700-2; Category D, 700-21/4. LOC, NA.

⁴ILS, Categories A,B,C, 700-2; Category D, 700-21/4. LOC, Category D, 800-21/4. 5Category D, 800-21/4.

SHELDON, IA

SHELDON MUNI NDB Rwy 4 RNAV (GPS) Rwy 4 RNAV (GPS) Rwy 151 RNAV (GPS) Rwy 331

NA when local weather not available. 1Category D, 800-21/4.

SHENANDOAH, IA

SHENANDOAH MUNI RNAV (GPS) Rwy 4 NDB Rwy 4

NA when local weather not available.

NAME

SIOUX CITY, IA

SIOUX GATEWAY/COLONEL

BUD DAY FIELDILS or LOC Rwy 1313

ILS or LOC Rwy 313

RNAV (GPS) Rwy 1325 RNAV (GPS) Rwy 172 RNAV (GPS) Rwy 3125

ALTERNATE MINIMUMS

NDB Rwy 354

VOR Rwy 30

RNAV (GPS) Rwy 201

RNAV (GPS) Rwy 17

RNAV (GPS) Rwy 33

VOR-A

VOR/DME or TACAN Rwv 1325 VOR or TACAN Rwy 3125 ¹NA when control tower closed. ²NA when local weather not available.

3ILS, LOC, Category E, 1000-3. ⁴Categories A,B, 900-2; Category C, 900-21/4; Category D, 900-21/2.

5Category E, 1000-3.

SPENCER, IA SPENCER MUNI VOR or GPS Rwv 12

Category D, 800-21/4.

SPRINGFIELD, MO

SPRINGFIELD-BRANSON NATIONAL RNAV (GPS) Rwy 21

VOR/DME or TACAN Rwy 22 VOR or TACAN Rwy 202 ¹NA when local weather not available.

²Category E, 800-21/4. STORM LAKE, IA

STORM LAKE MUNI NDB Rwy 17

RNAV (GPS) Rwy 35 NA when local weather not available.

WASHINGTON, MO WASHINGTON RGNL RNAV (GPS) Rwy 15

NA when local weather not available.

Category C. 800-21/4.

WATERLOO, IA WATERLOO RGNLILS or LOC Rwy 121

LOC BC Rwv 30 RNAV (GPS) Rwy 12 RNAV (GPS) Rwy 30

VOR Rwy 12 VOR/DME Rwy 30 NA when local weather not available.

¹ILS, Category D, 700-2. WEST PLAINS, MO

WEST PLAINS MUNI RNAV (GPS) Rwy 18

RNAV (GPS) Rwy 36 NA when local weather not available.

RADAR INSTRUMENT APPROACH MINIMUMS

ST JOSEPH, MO

Amdt 1. FEB 16. 2006 (FAA)

ELEV 826

ROSECRANS MEMORIAL RADAR - 120.35 360.8 ▼ △

ΗΔΤ/ ΗΔΤ/ DA/ HATh/ DA/ HATh/ MDA-VIS HAA CEIL-VIS CAT MDA-VIS RWY GS/TCH/RPI CAT HAA CEIL-VIS PAR 17 ABCDF 1026-3/4 200 (200-3/1) ASR 35 ABC 1200-1 386 (400-1) DE 1200-11/4 386 $(400-1\frac{1}{4})$ 17 AB 1340-1 514 (600-1) 514 $(600-1\frac{1}{2})$ С 1340-11/2

PAR 17
ABCDE 1026-¾ 200 (200-¾)
ASR 35
ABC 1200-1 386 (400-1) DE 1200-1¼ 386 (400-1¼)
17
AB 1340-1 514 (600-1) C 1340-1½ 514 (600-1½)
DE 1340-1¾ 514 (600-1¾)
CIRCLING
AB 1400-1 574 (600-1) C 1400-1½ 574 (600-1½)
D 1500-2¼ 674 (700-2½) E 1760-3 934 (1000-3)

When ST Joseph approach control closed, procedure not authorized.

WHITE RADAR ¹²	SAF)	ELEV 870				
	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	14	99/19/18/1	AB CD E	1260/24 1260/40 1260/50	423 423 423	(400-½) (400-¾) (400-1)
	19³		AB CDE	1260 /24 1260 /40	390 390	(400-½) (400-¾)
CIR⁵	1-19		AB C D E	1340-1 1340-1½ 1420-2 1460-2	470 470 550 590	(500-1) (500-1½) (600-2) (600-2)

¹Opr H24 fr 1200Z++ Mon thru 0400Z++ Fri, 1300-2200Z++ Sat-Sun; clsd hol. ² ASR MP 0700-1300Z++ Mon and Tue. ³When ALS inop, increase CAT ABC RVR to 50, vis to 1 mile, CAT DE RVR to 60, vis to 1½ miles. ⁴When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD RVR to 60 and vis to 1½ miles, CAT E vis to 1½ miles. ⁵Circling not authorized W of Rwy 1-19. ⁵Lost communications instructions will be issued in accordance with FAAO 710.65. IF NO TRANSMISSIONS ARE RECEIVED FOR ONE MINUTE IN THE PATTERN OR 15 SECONDS ON FINAL APPROACH, ATTEMPT CONTACT ON 255.6 OR 132.4 AND PROCEED VFR. IF UNABLE, PROCEED WITH A TACAN/ILS APPROACH. MAINTAIN 3000' UNTIL ESTABLISHED ON THE APPROACH.



INSTRUMENT APPROACH PROCEDURE CHARTS

FIFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude, and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSI

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title: e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military takeoff minima, refer to appropriate service directives.

NAME

TAKE-OFF MINIMUMS ALBIA. IA

ALBIA MUNI

TAKE-OFF MINIMUMS: Rwvs 13.31.300-1 DEPARTURE PROCEDURE: Rwv 31, climb runwav heading to 2000 before turning.

ALGONA, IA

ALGONA MUNI

TAKE-OFF MINIMUMS: Rwvs 18.36. NA. DEPARTURE PROCEDURE: Rwy 12, climb runway heading to 2000 before turning on course.

AMES, IA

AMES MUNI

DEPARTURE PROCEDURE: Rwvs 1.13.31.climb runway heading to 4000 before turning, Rwy 19, left turn. climb heading 130° to 4000 before turning.

ANKENY.IA

ANKENY RGNL

DEPARTURE PROCEDURE: Rwv 18, climb heading 150° to 2100 before turning on course. Rwy 36, climb heading 040° to 3000 before turning on course.

NAME TAKE-OFF MINIMUMS ATLANTIC. IA

ATLANTIC MUNI (AIO)

AMDT 6A 09155 (FAA)

TAKE-OFF MINIMUMS: Rwy 2, 300-11/2 or std. w/min. climb of 208' per NM to 1400. Rwy 12, 400-21/2 or std. w/ min. climb of 321' per NM to 1700.

DEPARTURE PROCEDURE: Rwv 12, climb heading 119° to 1700 before proceeding on course. Rwy 20, climb heading 198° to 2300 before proceeding on course. Rwy 30, climb heading 299° to 1900 before proceeding on course.

NOTE: Rwv 2, terrain beginning 6' from DER, from 654' left of centerline to 433' right of centerline, up to 1175' MSL. Trees beginning 1210' from DER, 20' right of centerline, up to 75' AGL/1234' MSL. Trees beginning 2991' from DER, 202' left of centerline, up to 75' AGL/ 1234' MSL, Rwy 12, terrain beginning 8' from DER. from 336' left of centerline to 422' right of centerline, up to 1300' MSL. Trees beginning 2175' from DER, 498' right of centerline, up to 75' AGL/1214' MSL. Trees beginning 4525' from DER, 422' right of centerline, up to 75' AGL/1354' MSL. Rwy 20, terrain beginning 72' from DER, from 538' left of centerline to 623' right of centerline, up to 1185' MSL. Trees beginning 2157' from DER, 44' left of centerline, up to 75' AGL/1234' MSL. Rwy 30, terrain beginning 100' from DER, from 1615' left of centerline to 758' right of centerline, up to 1293' MSL.

09295



$\overline{f V}$ TAKE-OFFMINIMUMSAND (OBSTACLE) DEPARTURE PROCEDURES

AUDURON IA

AUDUBON COUNTY

TAKE-OFF MINIMUMS: Rwv 32, 300-1.

AURORA, MO

JERRY SUMNERS SR. AURORA MUNI TAKE-OFF MINIMUMS: Rwv 18, 300-1 or std. with a min. climb of 400' per NM to 1600.

BELLE PLAINE. IA

BELLE PLAINE MUNI

TAKE-OFF MINIMUMS: Rwvs 18.36.300-1.

BLOOMFIELD. IA

BLOOMFIELD MUNI (4K6)

ORIG-A 08185 (FAA)

DEPARTURE PROCEDURE: Rwv 18 climbrunway heading to 1300 before turning.

NOTE: Rwy 18, building 353' from departure end of runway, 306' left of centerline, 30' AGL/915' MSL.

BOLIVAR. MO

BOLIVAR MUNI

TAKE-OFF MINIMUMS: Rwv 36, 200-11/4 or std. w/min. climb of 252' per NM to 1400.

NOTE: Rwv 18. east-west road, vehicle and transmission lines and poles beginning 627' from departure end of runway, up to 40' AGL/1138' MSL. Multiple trees beginning 667' from departure end of runway, 6' left of centerline, up to 75' AGL/1148' MSL. Silo 1059' from departure end of runway, 677' left of centerline, 100' AGL/1200' MSL. Multiple trees beginning 147' from departure end of runway, 39' right of centerline, up to 75' AGL/1157' MSL. Rwv 36. transmission lines and poles beginning 1208' from departure end of runway, 189' left of centerline, up to 40' AGL/1137' MSL, East-west transmission lines and poles beginning 1925' from departure end of runway, up to 50' AGL/1165' MSL. Multiple trees beginning 659' from departure end of runway, 58' right of centerline, up to 75' AGL/1201' MSL. Tree 5471' from departure end of runway, 1766' left of centerline, 100' AGL/1269' MSL.

BOONE.IA

BOONE MUNI (BNW)

AMDT 5 09015 (FAA)

TAKE-OFF MINIMUMS: Rwvs 2.20. NA-Environmental. NOTE: Rwy 15, tree 3565' from departure end of runway, 816' right of centerline, 100' AGL/1259' MSL, Rwv 33. tree 1442' from departure end of runway, 631' left of centerline, 100' AGL/1259' MSL. Vehicle on road 561' from departure end of runway, 573' right of centerline, 15' AGL/1174' MSL. Tank 3135' from departure end of runway, 1335' right of centerline, 140' AGL/1287' MSL.

BOONVILLE, MO JESSE VIERTEL MEMORIAL

NOTE: Rwv 18, multiple trees beginning 368' from

departure end of runway 383' left of centerline, up to 80' AGL/761 MSL. Road and vehicle 1232 from departure end of runway on centerline 17' AGI /746' MSI Multiple trees beginning 500' from departure end of runway, 109' right of centerline, up to 80' AGL/786' MSL. Rwv 36, multiple trees and pole beginning 701' from departure end of runway, 67' left of centerline, up to 100' AGL/810' MSL. Multiple trees beginning 200' from departure end of runway 334' right of centerline, up to 80' AGL/794' MSL.

BOWLING GREEN. MO

BOWLING GREEN MUNI

TAKE-OFF MINIMUMS: Rwv 31, 300-1.

BRANSON, MO

BRANSON (BBG)

ORIG 09127 (FAA)

DEPARTURE PROCEDURE: Rwv 32, climb heading 323° to 2000 before turning left.

NOTE: Rwv 14. numerous trees beginning 1214' from DER, 4' right of centerline, up to 100' AGL/1449' MSL. Rwy 32, numerous trees beginning 77' from DER, 452' left of centerline, up to 100' AGL/1289' MSL.

BROOKFIELD. MO

NORTH CENTRAL MISSOURI RGNI

TAKE-OFF MINIMUMS: Rwv 36, 400-2 or std. with a min, climb of 246' per NM to 1400.

NOTE: Rwv 36, tower 3197' from departure end of runway. 1744' right of centerline, 319' AGL/1169' MSL,

BURLINGTON.IA

SOUTHEAST IOWA RGNI

TAKE-OFF MINIMUMS: Rwv 36, 300-1.

DEPARTURE PROCEDURE: Rwvs 30.36. climb runway heading to 1500 before turning.

CABOOL, MO

CAROOL MEMORIAL

TAKE-OFF MINIMUMS: Rwy 21, 500-1 or std. with a min, climb of 400' per NM to 1700, Rwv 3, 300-1 or std. with a min, climb of 400' per NM to 1500.

CAMDENTON, MO

CAMDENTON MEMORIAL

TAKE-OFF MINIMUMS: Rwys 15,33, 300-1.

CAPE GIRARDEAU, MO

CAPE GIRARDEAU RGNL

TAKE-OFF MINIMUMS: Rwvs 10, 20, 200-1 or std. with a min. climb rate of 220' per NM to 600.

DEPARTURE PROCEDURE: Rwy 2, north and west departures (200° CW 035°), climb to 3500 via heading 035° before proceeding on course.

TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

CARROLL. IA ARTHUR N NEU

TAKE-OFF MINIMUMS: Rwvs 3. 13. 21. 31. 300-1.

CARUTHERSVILLE, MO

CARUTHERSVILLE MEMORIAL

TAKE-OFF MINIMUMS: Rwv 36, 300-2 or std. with a

min_climb of 250' per NM to 600 NOTE: Rwv 36. tower, 6503' from departure end of

runway, 534' right of centerline, 202' AGL/470' MSL.

CEDAR RAPIDS, IA THE EASTERN IOWA

DEPARTURE PROCEDURE: Rwv 9. climb runwav

heading to 1300 before turning left.

CHARLES CITY. IA

NORTHEAST IOWA RGNL (CCY)

ORIG 09015 (FAA)

TAKE-OFF MINIMUMS: Rwvs 4, 17, 22, 35, NA-

Environmental NOTE: Rwv 12. trees beginning 1002' from departure

end of runway, 351' right of centerline, up to 100' AGL/ 1209' MSL. Rwy 30, trees beginning 1804' from departure end of runway, 621' right of centerline, up to 100'AGI /1229'MSI

CHEROKEE.IA

CHEROKEE COUNTY RGNL (CKP)

AMDT 3 09127 (FAA)

TAKE-OFF MINIMUMS: Rwvs 1.19, NA environmental, Rwv 36, 300-114 or std, w/min, climb of

373' per NM to 1600 DEPARTURE PROCEDURE: Rwv 18, climb heading

178° to 1700 before proceeding on course, Rwv 36. climb heading 358° to 1900 before proceeding on NOTE: Rwv 18, rising terrain, buildings, vehicles on

road, poles, signs, trees beginning at DER, 305' left of centerline, up to 65' AGL/1298' MSL. Trains on railroad beginning at DER, 348' right of centerline, up to 23' AGL/1242' MSL. Rwv 36, vehicles on road, trees beginning at DER, 416' left of centerline, up to 65'

AGL/1284' MSL. Row of trees 726' from DER, from left to right of centerline, up to 65' AGL/1284' MSL. Building 741' from DER, 557' right of centerline, 24' AGL/1239 MSL, Tower 5267 from DER, 382 left of

centerline 160' AGL /1390' MSL. Tower 6206' from DER, 171' right of centerline, 160' AGL/1440' MSL

CHILLICOTHE. MO CHILLICOTHE MUNI (CHT)

ORIG 09183 (FAA)

TAKE-OFF MINIMUMS: Rwvs 2, 20, NA-Environmental.

NOTE: Rwy 14, trees beginning 287' from DER, 261' left of centerline, up to 150' AGL/884' MSL. Vehicle on

road 542' from DER, 454' right of centerline, 15' AGL/ 779' MSL, Antenna 1338' from DER, 349' left of centerline, 46' AGL/806' MSL. Tree 3217' from DER,

1285' right of centerline, 150' AGL/884' MSL. Rwy 32, trees beginning 12' from DER, 63' left of centerline, up to 150' AGL/898' MSL. Pole 142' from DER, 368' left of centerline, 43' AGL/792' MSL, Trees beginning 164'

CLARINDA, IA SCHENCK FIFI D

TAKE-OFF MINIMUMS: Rwv 13, 300-1, Rwv 31, 700-2,

DEPARTURE PROCEDURE: Rwys 2, 13, 20, 31, climb runway heading to 1700 before turning. CLARION, IA

CLARION MUNI

TAKE-OFF MINIMUMS: Rwvs 8, 14, 300-1

CLINTON, IA CLINTON MUNI (CWI)

ORIG 09015 (FAA)

NOTE: Rwv 3. obstruction light on DME 388' from

departure end of runway, 264' left of centerline, 11' AGL/ 720' MSL. Rwv 14, tree 4799' from departure end of runway, 1703' left of centerline, 100' AGL/819' MSL. Fence 168' from departure end of runway, 121' left of centerline 6' AGL/695' MSL. Fence 289' from departure end of runway 36' left of centerline 11' AGL /700' MSL Rwy 21, tree 406' from departure end of runway, 500' left of centerline, 17' AGL/706' MSL, Rwv 32, antenna on hopper 1315' from departure end of runway, 851' left of centerline, 82' AGL/781' MSL, Trees beginning 1303' from departure end of runway, 449' left of centerline, up to 68' AGL/767' MSL. Vehicle on road 201' from departure end of runway, 227' left of centerline. 15' AGL/ 716' MSL. Vehicle on road 509' from departure end of runway, 9' left of centerline, 15' AGL/718' MSL, Vehicle

on road 1281' from departure end of runway, 554' right of

from departure end of runway, 101' right of centerline up

centerline, 15' AGL/734' MSL. Fence beginning 170'

COLUMBIA. MO

to 8' AGL/707' MSL.

COLUMBIA RGNI

TAKE-OFF MINIMUMS: Rwv 31, 800-2 or std. with a min. climb of 230' per NM to 1900. DEPARTURE PROCEDURE: Rwy 31, north or east bound, climb to 1900 on runway heading before proceeding on course.

CORNING, IA

CORNING MUNI (CRZ) AMDT 2 07354 (FAA)

NOTE: Rwy 18, road w/vehicle, 159' from departure end of runway, on centerline, 23' AGL/1262' MSL. Trees beginning 161' from departure end of runway, 110' left of centerline, up to 100 AGL/1329 MSL. Rwy 36, trees beginning 945' from departure end of runway, 319' left of centerline, up to 100' AGL/1339' MSL. Tree 1212' from departure end of runway, 653' right of centerline, 100'

COUNCIL BLUFFS. IA

AGL/1309' MSL.

COUNCIL BLUFFS MUNI (CBF) ORIG 08101 (FAA)

TAKE-OFF MINIMUMS: Rwys 14, 32, NA-Runway

under construction. NOTE: Rwv 36, trees 1196' from departure end of runway. 453' right of centerline, 100' AGL/1279' MSL.

from DER, 129' right of centerline, up to 150' AGL/924' MSL. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

09295

$oldsymbol{ abla}$ take-off minimums and (obstacle) departure procedures $oldsymbol{arkappa}$

09295

CRESCO, IA

DEPARTURE PROCEDURE: Rwvs 15.33. climbrunway

heading to 1700 before turning.

CRESTON, IA

CRESTON MUN

TAKE-OFF MINIMUMS: Rwys 4, 22, NA-Environmental. NOTE: Rwy 16, multiple trees and terrain beginning 152′ from departure end of runway, 128′ left of centerline, up to 70′ AGL/1360′ MSL. Multiple bushes and terrain beginning 91′ from departure end of runway, 93′ right of centerline, up to 10′ AGL/1313′ MSL. Pole 242′ from departure end of runway, 199′ right of centerline, 7′ AGL/1301′ MSL. Rwy 34, terrain 561′ from departure end of runway, 17′ left of centerline, 1309′ MSL. Terrain beginning 169′ from departure end of runway, 236′ right of centerline, up to 1309′ MSL. Road/vehicle 756′ from departure end of runway, on centerline, 15′ AGL/1314′ MSL.

CUBA, MO

CUBA MUNI

TAKE-OFF MINIMUMS: **Rwy 18**, 200-1 or std. with a min. climb of 240' per NM to 1100. **Rwy 36**, 200-1 or std. with a min. climb of 340' per NM to 1200.

DAVENPORT.IA

DAVENPORT MUNI

TAKE-OFF MINIMUMS: **Rwy 3**, 300-1.
DEPARTURE PROCEDURE: **Rwys 15**, **21**, climb runway heading to 3000 before turning left.

DECORAH.IA

DECORAH MUNI (DEH)

AMDT 1 08157 (FAA)

DEPARTURE PROCEDURE: **Rwy 29**, Climb heading 294° to 1600 before turning left.

NOTE: Rwy 11, terrain beginning 70' from departure end of runway, 44' left of centerline, up to 0' AGL/1199' MSL. Terrain beginning 121' from departure end of runway, 49' right of centerline, up to 0' AGL/1199' MSL. Rwy 29, terrain beginning 67' from departure end of runway, 151' left of centerline, up to 0' AGL/1179' MSL. Terrain beginning 119' from departure end of runway, 125' right of centerline, up to 0' AGL/1179' MSL.

DENISON, IA

DENISON MUNI (DNS)

ORIG 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwys 6, 18, 24, 36,** NA-Environmental.

NOTE: **Rwy 12**, trees beginning 10' from departure end of runway, 202' left of centerline, up to 100' AGL/1352' MSL, trees beginning 293' from departure end of runway, 190' right of centerline, up to 100' AGL/1352' MSI

DES MOINES, IA DES MOINES INTL

NOTE: Rwv 5, tree 1057' from departure end of runway.

644' left of centerline, 69' AGL/1004' MSL. Tree 2398' from departure end of runway, 567'right of centerline, 89' AGL/1024' MSL. Tree 1701' from departure end of runway 564' left of centerline 70' AGL/1005' MSL. Tree 3176' from departure end of runway, 425' right of centerline, 106' AGL/1041' MSL, Tree 2610' from departure end of runway, 774' right of centerline, 91' AGL/1026' MSL. Pole 1202' from departure end of runway 500' left of centerline 55' AGI /990' MSI. Tree 1541' from departure end of runway, 390' left of centerline. 54' AGL/989' MSL. Pole 2281' from departure end of runway, 365' right of centerline, 71' AGL/1001 MSL. Pole 2306 from departure end of runway 371' right of centerline 66' AGL/1001' MSL Tree 2306' from departure end of runway, 371' left of centerline 59' AGI /994' MSI Tree 3754' from departure end of runway, 270' left of centerline, 96' AGL/ 1031'MSL. Obstruction light 191' from departure end of runway, 253' left of centerline, 6' AGL/941' MSL, Rwy 13. tree 727' from departure end of runway, 619' right of centerline. 40' AGL/997' MSL. Tree 1093' from departure end of runway, 690' right of centerline, 46' AGL/1003' MSL. Tree 799' from departure end of runway, 598' right of centerline, 32' AGL/989' MSL. Tree 1266' from departure end of runway, 652' right of centerline. 43' AGL/1000' MSL. Tree 1427' from departure end of runway, 830' left of centerline, 45' AGL/ 1002' MSL. Tree 1793' from departure end of runway. 794' right of centerline, 48' AGL/1005' MSL, Rwv 31. tree 2492' from departure end of runway, 912' right of centerline, 66' AGL/977' MSL.

DEXTER, MO

DEXTER MUNI (DXE)

AMDT 3 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36**, std. w/min. climb of 251' per NM to 1100 or 900-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 36**, for climb in visual conditions: Cross Dexter Muni airport at or above 1100 MSL before proceding on course.

NOTE: Rwy 36, trees and wind sock beginning 144' from departure end of runway, 128' right of centerline, up to 87' AGL/399' MSL. Trees beginning 2295' from departure end of runway, 169' right of centerline, up to 78' AGL/388' MSL. Trees beginning 2342' from departure end of runway, 164' left of centerline, up to 74' AGL/387' MSL.

$\overline{f V}$ TAKE-OFFMINIMUMSAND (OBSTACLE) DEPARTURE PROCEDURES

DUBUQUE IA DUBLIQUE RGNI

TAKE-OFF MINIMUMS: Rwv 13, 200-11/4 or std. w/min.

climb of 226' per NM to 1300, or alternatively, w/ standard takeoff minimums and a normal 200 / NM climb gradient takeoff must occur no later than 1700' prior to departure end of runway NOTE: Rwv 13, multiple trees and poles beginning 2916' from departure end of runway 20' left of centerline up to 74' AGL/1185' MSL. Multiple trees and poles beginning 4857' from departure end of runway, 559' right of centerline up to 68' AGI /1227' MSI Rwv 18, elevator 3457' from departure endof runway, 242' left of centerline 80' AGL /1150' MSL Tree 1987' from departure end of runway, 938' right of centerline, 77' AGL/1088' MSL. Rwv 31, tower and multiple trees

beginning 2427 from departure end of runway 490 left

EAGLE GROVE. IA

EAGLE GROVE MUNI

TAKE-OFF MINIMUMS: Rwv 1, 300-1.

of centerline, up to 85' AGL/1168' MSL.

EMMETSBURG.IA

EMMETSBURG MUNI

TAKE-OFF MINIMUMS: Rwys 4, 35, 300-1

EXCELSIOR SPRINGS, MO

EXCELSIOR SPRINGS MEMORIAL

DEPARTURE PROCEDURE: Rwvs 1.19. eastbound departures (010° CW 190°) climb runway heading to 1850 before turning.

FAIRFIELD. IA

FAIRFIELD MUNI

TAKE-OFF MINIMUMS: Rwys 8, 26, NA-environmental

FARMINGTON. MO

FARMINGTON RGNL

DEPARTURE PROCEDURE: Rwv 20, north and west departures (200° CW 020°) climb to 2100 via runway heading before proceeding on course.

FESTUS. MO

FESTUS MEMORIAL

TAKE-OFF MINIMUMS: Rwv 36, 700-1 or std. with a min, climb of 400' per NM to 700.

DEPARTURE PROCEDURE: Rwvs 18.36, east departures, climb runway heading to 1500 before turning on course.

FOREST CITY, IA

FOREST CITY MUNI

TAKE-OFF MINIMUMS: Rwys 9, 33, 300-1.

FORT DODGE IA FORT DODGE RGNL (FOD)

ORIG 07354 (FAA)

DEPARTURE PROCEDURE: Rwv 24, Climb heading

240° to 1800 before turning south.

NOTE: Rwv 6, trees beginning 1266' from departure end of runway, 442' left of centerline, up to 57' AGL/1207' MSI Rwy 12, tree 532' from departure end of runway

414' left of centerline, up to 49' AGL/1179' MSL, trees beginning 506' from departure end of runway, 5' right of centerline, 49' AGL/1188' MSL, Rwy 24, sign 57' from departure end of runway, 245' right of centerline, 35' AGL/1085' MSL. Tree 1264' from departure end of runway, 595' right of centerline, 64' AGL/1114' MSL. Sign 54' from departure end of runway, 253' left of centerline, 33' AGL/1083' MSL, Rwy 30, trees and pole beginning 195' from departure end of runway, 31' left of centerline, up to 20' AGL/1165' MSL.

FREDERICKTOWN.MO EREDERICKTOWN RGNI

TAKE-OFF MINIMUMS: Rwvs 1.19. 400-2 or std. with a min_climb of 275' per NM to 1300

FULTON. MO

ELTON HENSLEY MEMORIAL (FTT)

AMDT 1 09071 (FAA) DEPARTURE PROCEDURE: Rwv 36, Climb heading

001° to 1400 before turning right. NOTE: Rwy 18, tree 1506' from DER, 809' right of

centerline, 100' AGL/989' MSL. Rwy 36, tree 1809' from DER, 272' right of centerline, 46' AGL/923' MSL.

GRINNELL.IA GRINNELL RGNL (GGI)

AMDT 1 08157 (FAA)

NOTE: Rwv 13, road plus vehicles beginning 164' from

departure end of runway, 497' left of centerline, 15' AGL/ 1024' MSL. Trees beginning 958' from departure end of runway, 324' left of centerline, up to 50' AGL/1059' MSL. Rwv 31, tree 681 from departure end of runway, 589 right of centerline, up to 75' AGL/1075' MSL, Tree 716' from departure end of runway, 610' left of centerline, up to 50' AGL/1009' MSL. Road plus vehicle beginning 22' from departure end of runway, 215' right of centerline. 15' AGL/995' MSL. Multiple poles and buildings beginning 492' from departure end of runway, 249' right of centerline, up to 23' AGL/1032' MSL.

HAMPTON, IA

HAMPTON MUNI

TAKE-OFF MINIMUMS: Rwv 17. 400-1. Rwv 35. 300-1.

HANNIBAL. MO

HANNIBAL RGNL (HAE) ORIG 09127 (FAA)

NOTE: Rwy 17, trees beginning 15' from DER, 205' right of centerline, up to 80' AGL/819' MSL. Rwy 35, trees beginning 377' from DER, 90' left of centerline, up to 60' AGL/809' MSL. Trees beginning 1870' from DER, 103' right of centerline, up to 66' AGL/814' MSL.

$f \overline{V}$ take-off minimums and (obstacle) departure procedures

HARLAN IA HARI AN MUNI

TAKE-OFF MINIMUMS: Rwvs 3.15.21.33. 300-1.

HARRISONVILLE. MO LAWRENCE SMITH MEMORIAL (LRY)

ORIG 08045 (FAA) TAKE-OFF MINIMUMS: Rwv 35, 300-13/ or std. w/min

climb of 346' per NM to 1300.

NOTES: Rwy 17, vehicle on road 660' from departure end of runway, 618' left of centerline, 15' AGL/914' MSL. Tree 26' from departure end of runway, 448' left of centerline 10' AGL/889' MSL Multiple trees beginning 178' from departure end of runway, on centerline, up to 88' AGL/937' MSL. Multiple trees beginning 1271' from departure end of runway, 277' left of centerline, up to 53'AGL/932' MSL. Multiple trees beginning 1722' from departure end of runway 500' right of centerline up to 100' AGL/959' MSL. Rwv 35, Multiple trees beginning 69' from departure end of runway, 439' left of centerline. up to 57' AGL/984' MSL. Vehicle on road 620' from departure end of runway, on centerline, up to 15' AGL/ 934' MSI Multiple trees beginning 572' from departure end of runway, 130' right of centerline, up to 69' AGL/ 987' MSL. Multiple trees beginning 2132' from departure end of runway, 103' right of centerline, up to 85' AGL/1034' MSL. Multiple trees beginning 3635' from departure end of runway, 877' right of centerline up to 100' AGL/1059' MSL. Multiple trees beginning 3819' from departure end of runway, 280' left of centerline, up to 100' AGL/1099' MSL. Trees beginning 5443' from departure end of runway, 1738' left of centerline, up to 100' AGL/1079' MSL. Tank 1.5 NM from departure end of runway, 1141' right of centerline, 203' AGL/1153'

HIGGINSVILLE. MO

HIGGINSVILLE INDUSTRIAL MUNI

NOTE: Rwv 16, multiple trees beginning 87' from departure end of runway, 389' right of centerline, up to 100' AGL/879' MSL. Multiple trees beginning 472' from departure end of runway, 313' left of centerline, up to 100' AGL/889' MSL. Multiple trees beginning 626' from departure end of runway, 472' left of centerline, up to 75' AGL/854' MSL. Rwv 34, multiple trees beginning 23' from departure end of runway, 155' right of centerline, up to 100' AGL/949' MSL. Multiple trees beginning 1860' from departure end of runway, 76' right of centerline, up to 100' AGL/919' MSL. Road 644' from departure end of runway, on centerline, 15' AGL/864' MSL,

INDEPENDENCE.IA

INDEPENDENCE MUNI

TAKE-OFF MINIMUMS: Rwv 17. IFR take-off NA. DEPARTURE PROCEDURE: Rwy 35, climb runway heading to 4000 before turning.

IOWA CITY, IA IOWA CITY MUNI (IOW)

AMDT 3A 08185 (FAA)

TAKE-OFF MINIMUMS: Rwv 25, 200-1% or std. w/min.

climb of 269' per NM to 900 Rwy 30, 300-2 or std w/ min_climb of 374' per NM to 1100 DEPARTURE PROCEDURE: Rwv7, climbing right turn

heading 180° and IOW VORTAC R-057 to IOW VORTAC

NOTE: Rwv 7, multiple trees beginning 145' from

departure end of runway 199' left of centerline up to 38' AGL/802' MSL. Road, multiple trees and poles beginning 155' from departure end of runway 4' right of centerline, up to 16' AGL/721' MSL, Rwy 12, multiple trees beginning 227' from departure end of runway 270' right of centerline up to 20' AGL/737' MSL. Light pole 850' from departure end of runway, 142' right of centerline 33' AGL/681' MSL Railroad 1002' from departure end of runway, 6' left of centerline, 25' AGL/ 675'MSI Road 587' from departure end of runway 303' left of centerline 15' AGL/666' MSL Obstruction light on building 861' from departure end of runway, 315' left of centerline, 32' AGL/682' MSL. Trees beginning 255' from departure end of runway, 464' left of centerline, 50' AGL/699' MSL, Rwy 25, tree 1753' from departure end of runway, 368' right of centerline, 77' AGL/775' MSL. Sign 2233' from departure end of runway, 418' right of centerline, 25' AGL/764' MSL. Obstruction light pole 1723' from departure end of runway, 435' right of centerline, 32' AGL/750' MSL. Building 3654' from departure end of runway, 1034' right of centerline, 31' AGL/768' MSL. Fence 1897' from departure end of runway, 423' left of centerline, 15' AGL/ 734' MSL. Multiple trees, signs, and obstruction light poles, beginning 2696' from departure end of runway. 343' left of centerline up to 51' AGL/843' MSL. Power pole 2464' from departure end of runway, 248' right of centerline, 39' AGL/780' MSL. Rwv 30. Multiple trees. obstruction light poles, and towers beginning 1115' from departure end of runway, 12' right of centerline up to 258' AGL/936' MSL. Multiple trees and antenna beginning 1662' from departure end of runway, 195' left of centerline, up to 44' AGL/786' MSL.

IOWA FALLS, IA

IOWA FALLS MUNI (IFA) ORIG 09071 (FAA)

NOTE: Rwy 13, multiple trees and buildings beginning 1092' from DER, 349' left of centerline, up to 100' AGL/ 1239' MSL. Rwy 31, multiple trees and buildings beginning 1023' from DER, 750' left of centerline, up to 100'AGL/1259'MSL.

JEFFERSON.IA

JEFFERSON MUNI

TAKE-OFF MINIMUMS: Rwy 32, 400-2.



$f \overline{V}$ take-off minimums and (obstacle) departure procedures

JEFFERSON CITY, MO

JEFFERSON CITY MEMORIAL (JEF)

AMDT 7 07354 (FAA)

TAKE-OFF MINIMUMS: Rwv 9, 300-1% Rwv 27, 300-11/2 or std. w/min. climb of 337 per NM to 900. DEPARTURE PROCEDURE: Rwv 9. climb heading 088° to 1200 before proceeding on course, Rwy 12, climb heading 120° to 1100 before proceeding on course. Rwy 27. climb heading 268° to 1100 before proceeding on course. Rwy 30, climb heading 300° to 1000 before proceeding on course. NOTE: Rwv 9. glideslope antenna 1101' from departure end of runway, 598' right of centerline, 31' AGL/577' MSL. Trees beginning 4022' from departure end of

runway, 1487' left to 1110' right of centerline, up to 100' AGL/839' MSL. Rwv 12, trees beginning 2134' from departure end of runway, 980' left of centerline, up to 56' AGL/603' MSL. Rwy 27, hangar and trees beginning 600' from departure end of runway, 199' right of centerline, up to 100' AGL/739' MSL. Antenna on bridge, tower, water treatment plant, and trees beginning 94' from departure end of runway, 113' left of centerliine, up to 100' AGL/759' MSL. Rwy 30, light on DME, sign, tower, poles, and trees beginning 617' from departure end of runway, 216' left of centerline, up to 109' AGL/649' MSL. Vehicles on road, pole and trees beginning 397' from departure end of runway, 265' right of centerline, up to 133' AGL/681' MSL.

JOPLIN. MO

JOPLIN RGNL

TAKE-OFF MINIMUMS: Rwy 18, std. with a min. climb of 328' per NM to 2500, or 1500-3 for climb in visual conditions, Rwv 23, std. with a min, climb of 340' per NM to 2500, or 1500-3 for climb in visual conditions. DEPARTURE PROCEDURE: Rwv 13. climb via heading 134° to 2500 before proceeding on course. Rwy 18, climb via heading 178° to 2500, or for climb in visual conditions: cross departure end of runway at or above 2300 before proceeding on course. Rwy 23, climb via heading 226° to 2500, or for climb in visual conditions:

cross departure end of runway at or above 2300 before

NOTE: Rwy 5, multiple trees beginning 1250' from departure end of runway, 277' left to 223' right of centerline, up to 60' AGL/1050' MSL. Rwy 13, multiple trees beginning 475' from departure end of runway, 693' left to 1726' right of centerline, up to 100' AGL/1189' MSL. Rwv 18. obstruction light 1161' from departure end of runway, 265' right of centerline, 32' AGL/1007' MSL. Rwy 23, multiple trees beginning 623' from departure end of runway, 267' left of 187' right of centerline, up to 70' AGL/1032' MSL. Rwy 31, multiple trees beginning 1141' from departure end of runway, 730' left of centerline, up to 60' AGL/994' MSL.

KAISER (LAKE OZARK), MO

LEE C. FINE MEMORIAL

proceeding on course.

NOTE: Rwy 3, multiple trees beginning 12' from departure end of runway, 420' left of centerline, up to 37' AGL/906' MSL. Tree 338' from departure end of runway, 481' right of centerline, 44' AGL/913' MSL. Rwy 21, multiple trees beginning 266' from departure end of runway, 395' left of centerline, up to 72' AGL/935' MSL. Multiple trees beginning 235' from departure end of

runway, 468' right of centerline, up to 82' AGL/945' MSL.

KANSAS CITY, MO CHARLES B. WHEELER DOWNTOWN

TAKE-OFF MINIMUMS: Rwv 1, 400-2 1/4 or std. with a min. climb of 335' per NM to 2000. Rwv 3, 400-21/2 or std, with a min, climb of 235' per NM to 1900, Rwv 19. 1300-3 or std. with a min. climb of 669' per NM to 2500. Rwy 21, 200-134 or std with a min_climb of 238 per NM to 1100

DEPARTURE PROCEDURE: Rwy 1, climb via heading 008° to 2000 before proceeding on course Rwv 3, climb via heading 033° to 1900 before proceeding on course.

Rwy 19, climb via heading 188° to 2500 before proceeding on course, Rwy 21, climb via heading 213° to 1100 before proceeding on course. NOTE: Rwv 1, multiple roads, trees, buildings and towers beginning at departure end of runway, 135' left of centerline, up to 100' AGL/1079' MSL. Obstruction light

on elevator 3663' from departure end of runway, 1231' right of centerline, 172' AGL/912' MSL, Tree 1.7 NM from departure end of runway, 1564' left of centerline. 100' AGL/1029' MSL. Rwy 3, multiple roads, railroads, poles, buildings, and obstruction lights beginning 40' from departure end of runway, 240' right of centerline, up to 94' AGL/853' MSL. Obstruction light on elevator 829' from departure end of runway 478' right of centerline. 125' AGL/865' MSL. Crane T 2.1 NM from departure end of runway, 3151' right of centerline, 296' AGL/1110' MSL. Rwv 19, multiple trees, towers, buildings, and obstruction lights beginning 282' from departure end of runway, 279' right of centerline, up to 291' AGL/1251' MSL, tower 2.5 NM from departure end of runway, 3165' left of centerline, 1168' AGL/2049' MSL, Rwv 21. multiple bridge, levee, trees, cranes, towers, and buildings beginning 205' from departure end of runway, 476' right of centerline, up to 118' AGL/858' MSL. obstruction light on elevator 5178' from departure end of runway, 803' left of centerline, 148' AGL/896' MSL, stack

KANSAS CITY INTL NOTE: Rwy 1R, tree 1653' from departure end of runway,

661' left of centerline, 60' AGL/1019' MSL, Rwv 9, tree 4544' from departure end of runway, 638' right of centerline, 100' AGL/1159' MSL, Rwv 27, trees beginning 1066' from departure end of runway, across centerline, up to 86' AGL/1095' MSL.

1.3 NM from departure end of runway, 589' left of

centerline, 198' AGL/948' MSL.

KENNETT. MO

KENNETT MEMORIAL

NOTE: Rwy 2, tree 1869' from departure end of runway, 637' right of centerline, 78' AGL/338' MSL, Tree 1919' from departure end of runway, 648' right of centerline, 78' AGL/337' MSL. Rwy 20, tree 2018' from departure end of runway, 75' left of centerline, 65' AGL/320' MSL. Tree 1938' from departure end of runway, 297' left of centelrine, 69' AGL/328' MSL. Deadtree 1057' from departure end of runway, 324' right of centerline, 46' AGL/300' MSL. Treeline 1083' from departure end of runway, 408' right of centerline, 44' AGL/298' MSL. Treeline 1085' from departure end of runway, 420' right of centerline, 45' AGL/299' MSL.

09295



TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

KEOKUK.IA KEOKLIK MUNI

NOTE: Rwv 8. tree 79' from departure end of runway 513' right of centerline, 26' AGL/695' MSL. Fence and trees 102' from departure end of runway 298' left of centerline, 37' AGL/706' MSL, Rwv 14, multiple trees 200' from departure end of runway 156' left of centerline 65' AGL/704' MSL Multiple trees 172' from departure end of runway, 92' right of centerline, 70' AGL/739' MSL. Rwv 26, tree 298' from departure end of runway 496' left of centerline, 56' AGL/695' MSL. Tank and trees 351' from departure end of runway, 508' right of centerline. 111'AGL/790'MSL, Rwv 32, multiple trees 303' from departure end of runway, 243' left of centerline 56' AGL/ 725' MSI Hanger and tree 281' from departure end of runway, 442' right of centerline, 61' AGL/730' MSL.

KIRKSVILLE. MO

KIRKSVII I F RGNI

TAKE-OFF MINIMUMS: Rwvs 9. 27. NA-turf runwavs. NOTE: Rwv 18, multiple trees beginning 986' from departure end of runway 278' left of centerline up to 44' AGL/1023' MSL. Rwy 36, multiple trees and poles beginning 935' from departure end of runway, 179' right of centerline, up to 54' AGL/1033' MSL. Obstruction light on DME antenna 649' from departure end of runway, 269' right of centerline, 7' AGL/986' MSL. Truck on road beginning 1081' from departure end of runway, 785' right of centerline, 17' AGL/996' MSL. Tree 326' from departure end of runway 473' left of centerline, 17' AGL/976' MSL.

LAMAR. MO

LAMAR MUNI (LLU)

ORIG 08101 (FAA)

NOTE: Rwv 3. Road/Vehicle 201' from departure end of runway, 512' left of centerline, 15' AGL/1014' MSL. Road/Vehicle 385' from departure end of runway, 158' left of centerline, 15' AGL/1014' MSL. School 534' from departure end of runway, 386' right of centerline, 16' AGL/1015'MSL, Rwv 21, Road/Vehicle 274'from departure end of runway, 387' left of centerline, 15' AGL/ 1024' MSL.

LE MARS, IA

LE MARS MUNI

DEPARTURE PROCEDURE: Rwv 18. turn right. heading 270°, climb to 3500 before turning on course. Rwy 36, climb to 3500 before turning on course. NOTE: Rwy 18, vehicle on road, 293' from departure end of runway, 292' left of centerline, 17' AGL/1216' MSL.

LEE'S SUMMIT. MO LEE'S SUMMIT MUNI

NOTE: Rwy 18, multiple trees beginning 13' from departure end of runway, 116' left of centerline, up to 63' AGI /1062 MSI Rwv 11, building 140 from departure end of runway, 388' left of centerline, 24' AGL/1023' MSI Multiple buildings 169' from departure end of runway 334' right of centerline 26' AGL/1019' MSL Multiple trees beginning 233' from departure end of runway 182' left of centerline up to 40' AGL / 1039' MSL Rwv 29, multiple antennas and poles 402' from departure end of runway, 408' right of centerline, up to 35' AGL/ 1024 MSI Tank 344 from departure end of runway 419' right of centerline, 13' AGL/1002' MSL, Multiple trees beginning 648' from departure end of runway 73' left of centerline, up to 67' AGL/1036' MSL. Rwy 36, pole 77' from departure end of runway, 316' right of centerline 11'AGI /1010'MSI Post 39' from departure end of runway, 461' right of centerline, 8' AGL/1007' MSI Multiple trees beginning 206' from departure end of runway, 241' right of centerline, up to 39' AGL/1028' MSL. Multiple trees beginning 241' from departure end of runway, 93' left of centerline, up to 36' AGL/1015'

LEXINGTON. MO

LEXINGTON MUNI

TAKE-OFF MINIMUMS: Rwvs 13, 18, 31, 36, std. except NA at night, Rwv 4, 300-1 or std, with a min, climb of 220' per NM to 800

MALDEN. MO

MAI DEN RGNI (MAW)

ORIG 09295 (FAA)

DEPARTURE PROCEDURE: Rwv 32, climb heading 317° to 900 before turning left.

NOTE: Rwy 14, trees 1619' from DER, 856' right of centerline, 100' AGL/394' MSL, Rwv 18, trees 2744' from DER, 996' left of centerline, 100' AGL/394' MSL. Trees 2766' from DER, 1042' right of centerline, 100' AGL/394' MSL. Rwy 36, trees 2841' from DER, 1157' left of centerline, 100' AGL/399' MSL.

MAPLETON, IA

JAMES G. WHITING MEMORIAL FIELD TAKE-OFF MINIMUMS: Rwy 2, 400-1. DEPARTURE PROCEDURE: Rwvs 2. 20. climb runwav heading to 1600 before turning.

MAQUOKETA, IA

MAQUOKETA MUNI

DEPARTURE PROCEDURE: Rwy 33, climb runway heading to 1300 before turning.



MARSHALL. MO

MARSHALL MEMORIAL MUNI

TAKE-OFF MINIMUMS: Rwv 18. std. with a min. climb of

284' per NM to 2100, or 1300-3 for climb in visual conditions. Rwy 27, std. with a min. climb of 300' per NM

to 2100, or 1300-21/2 for climb in visual conditions. Rwv 36, std. with a min. climb of 263' per NM to 1500, or 1300-3 for climb in visual conditions

DEPARTURE PROCEDURE: Rwvs 18, 27, 36, for climb

in visual conditions: Cross Marshall Memorial Muni airport at or above 1900 MSL before proceeding on NOTE: Rwv 36, tower 319' from departure end of runway.

483' right of centerline, 53' AGL/817' MSL. Tower 1.9 NM from departure end of runway, 1,1 NM left of centerline, 382' AGL/1162' MSL.

MARYVILLE. MO

NORTHWEST MISSOURI RGNL (EVU)

AMDT 3 09183 (FAA) TAKE-OFF MINIMUMS: Rwv 36, std, w/min, climb of

260' per NM to 2000 or 1100-21/2 for climb in visual conditions DEPARTURE PROCEDURE: Rwv 32, climb via heading

323° to 1800 before turning right. Rwv 36, for climb in visual conditions cross Northwest Missouri Ranl airport at or above 2100 MSL before proceeding on course. NOTE: Rwv 32, tree 436' from DER, 321' left of centerline, 58' AGL/1156' MSL.

MEXICO. MO

MEXICO MEMORIAL

TAKE-OFF MINIMUMS: Rwy 24, std. with a min. climb of 230' per NM to 2200, or 900-21/2 for climb in visual

conditions, Rwv 36, NA, obstacles DEPARTURE PROCEDURE: Rwv 24, for climb in visual conditions: cross Mexico Memorial Airport at or above

NOTE: Rwv 6, multiple trees and antennas beginning 60' from departure end of runway, left and right of centerline. up to 100' AGL/902' MSL.

MILFORD, IA

FULLER TAKE-OFF MINIMUMS: Rwys 9, 18, 36, 300-1.

27,600-2 DEPARTURE PROCEDURE: Rwys 9, 18, 36, climb runway heading to 2000 before turning.

MONETT. MO

MONETT MUNI

NOTE: Rwv 18, multiple trees and fence beginning 2'

39' AGL/1340' MSL. Multiple trees 1107' from departure end of runway, 293' right of centerline, up to 27' AGL/ 1342' MSL. Rwy 36, multiple trees, antennas, buildings, light poles and hangar beginning 24' from departure end of runway, 399' right of centerline, up to 60' AGL/1379' MSL. Trees 1006' from departure end of runway, 521' left of centerline, 54' AGL/1353' MSL.

from departure end of runway, 437' left of centerline, up to

MONTICELLO, IA

NOTE: Rwy 15, 969' MSL tree 2849' from departure end of runway, 60' right of centerline.

MONTICELLO RGNL

MONTICELLO, MO LEWIS COUNTY RGNI

NOTE: Rwv 36. tree 2609' from departure end of

runway, 980' right of centerline, 45' AGL/741' MSL.

MOSBY, MO MIDWEST NATIONAL AIR CENTER (GPH)

AMDT 1 07354 (FAA)

NOTE: Rwv 18, multiple trees beginning 1562' from departure end of runway, 16' right of centerline, up to 100' AGL/861' MSL. Multiple trees beginning 1278' from departure end of runway, 46' left of centerline. up to 100' AGL/859' MSL. Rwv 36, multiple trees beginning 2224' from departure end of runway 57' right of centerline, up to 100' AGL/889' MSL. Multiple trees beginning 2302' from departure end of

runwav. 231' left of centerline, up to 100' AGL/916'

MOUNT PLEASANT, IA MOUNT PLEASANT MUNI

TAKE-OFF MINIMUMS: Rwys 3, 21, 300-1. Rwy

33, 500-2 or std. with a min_climb of 280' per NM to

MOUNTAIN GROVE, MO MOUNTAIN GROVE MEMORIAL

TAKE-OFF MINIMUMS: Rwv 26, 300-1.

MOUNTAIN VIEW, MO MOUNTAIN VIEW

TAKE-OFF MINIMUMS: Rwv 28, 600-2 or std. with a min. climb of 220' per NM to 1900. DEPARTURE PROCEDURE: All runways climb to 1900 via runway heading before proceeding on course.

MUSCATINE, IA MUSCATINE MUNI

DEPARTURE PROCEDURE: Rwvs 6.24.30, climb

runway heading to 2300 before proceeding on course, Rwy 12, climbing left turn to 2300 via DDD R-070 before proceeding on course.

NEOSHO, MO

NEOSHO HUGH ROBINSON NOTE: Rwy 1, multiple trees and power poles

beginning 198' from departure end of runway, 168' left of centerline, up to 100' AGL/1319' MSL. Multiple trees and power poles beginning 82' from departure end of runway, 22' right of centerline, up to 100' AGL/1339' MSL. Rwy 19, truck on road 346' from departure end of runway, 592' left of centerline. 17' AGL/1266' MSL. Multiple trees, tower and truck on road beginning 142' from departure end of runway, 432' right of centerline, up to 160' AGL/1396'

NEW MADRID. MO

COUNTY MEMORIAL

DEPARTURE PROCEDURE: Rwys 18, 36, east departures (010° CW 170°) climb to 1200 on runway heading before proceeding on course.

09295



Rwv

$\overline{f V}$ TAKE-OFFMINIMUMSAND (OBSTACLE) DEPARTURE PROCEDURES

NEWTON, IA

NEWTON MUNI NOTE: Rwv 14, truck on road 3112' from departure end of

runway, 1243' right of centerline, 15' AGL/964' MSI tree 7519' from departure end of runway multiple trees beginning 2996' from departure end of runway, 1200' left of centerline, up to 100' AGL/1059' MSL, Rwv 32, trees 10' from departure end of runway 437' left of centerline 30' AGL/989' MSL, sign 126' from departure end of runway 490' right of centerline 8' AGI /967' MSI truck on road 302' from departure end of runway, 513' right of centerline, 17' AGL/976' MSL, multiple trees beginning

OELWEIN. IA

OFI WEIN MUNI

TAKE-OFF MINIMUMS: Rwv 13, 500-1 or std. with a min. climb of 212' per NM to 1700.

531' from departure end of runway, 439' right of

ORANGE CITY. IA

ORANGE CITY MUNI

TAKE-OFF MINIMUMS: Rwv 34, 300-1.

centerline, up to 32' AGL/991' MSL.

OSAGE BEACH, MO

GRAND GLAIZE-OSAGE BEACH DEPARTURE PROCEDURE: Rwvs 14.32, maintain runway heading to 1200 before turning on course.

OSKALOOSA, IA

OSKALOOSA MUNI (OOA)

ORIG 09295 (FAA)

NOTE: Rwv 13, tree 262' from DER, 477' left of centerline, 100' AGL/939' MSL, Rwv 31, windsock 3' from DER, 357' right of centerline, 13' AGL/852' MSL NAV 39' from DER, 168' right of centerline, 5' AGL/839' MSL, Tree 988' from DER, 525' right of centerline, 100' AGL/949' MSL, Tree 2056' from DER, 609' right of centerline, 59' AGL/893' MSL.

OTTUMWA, IA

MSL.

OTTUMWARGNL(OTM)

ORIG 09071 (FAA)

NOTE: Rwy 4, bush 98' from DER, 211' right of centerline, 5' AGL/850' MSL, Tree 629' from DER, 380' right of centerline, 34' AGL/863' MSL. Tree 847' from DER, 248' right of centerline, 34' AGL/863' MSL Rwv 13. pole 2026' from DER, 961' left of centerline, 59' AGL/898' MSL. Rwy 22, tree 1010' from DER, 403' right of centerline, 54' AGL/883' MSL. Tree 1072' from DER, 70' right of centerline, 45' AGL/874' MSL. Rwy 31, tree 794' from DER, 661' left of centerline, 56' AGL/885'

PELLA. IA PELLA MUNI (PEA)

AMDT 1 08325 (FAA)

NOTE: Rwv 16, trees, buildings and ground beginning 9' from departure end of runway, 144' left of centerline. up to

100' AGL/979' MSL. Trees beginning 54' from departure end of runway 193' right of centerline, up to 100' AGL/ 959' MSL. Rwv 34, trees and poles beginning 838' from departure end of runway 135' left of centerline up to 100' AGL/979' MSL. Trees and poles beginning 226' from departure end of runway, 296' right of centerline, up to 100' AGL /989' MSL. Vehicle on road at departure end of runway, 499' right of centerline, 15' AGL/895' MSL

PERRY.IA

PERRY MUNI (PRO) ORIG 08269 (FAA)

TAKE-OFF MINIMUMS: Rwvs 4.22. NA-Environmental. NOTE: Rwv 14. tree 40' from departure end of runway, 180' left of centerline. 13' AGL/1017' MSL. Rwv 32. trees beginning 1882' from departure end of runway, 917' left of centerline, up to 100' AGL/1099' MSL. Vehicles beginning 565' from departure end of runway, right to left of centerline, up to 17' AGL/1036' MSL.

POCAHONTAS, IA

POCAHONTAS MUNI (POH) AMDT 2A 09127 (FAA)

TAKE-OFF MINIMUMS: Rwvs 18.36. NA-Turf. Rwv 29. 300-1

POINT LOOKOUT. MO

M. GRAHAM CLARK-TANEY COUNTY

DEPARTURE PROCEDURE: Rwv 11, north departures (290° CW 090°) climb to 1700 on runway heading before proceeding on course.

POPLAR BLUFF, MO POPLAR BLUFF MUNI

NOTE: Rwv 18, multiple trees beginning 511' from departure end of runway, 515' right of centerline, up to 95' AGL/420' MSL. Multiple trees beginning 878' from departure end of runway, 109' left of centerline, upt o 103' AGL/428' MSL. Rwy 36, multiple trees beginning 1163' from departure end of runway, 340' right of centerline, up to 66' AGL/391' MSL. Multiple trees beginning 1191' from departure end of runway, 92' left of centerline, up to 79' AGL/404' MSL.

POTOSI, MO

WASHINGTON COUNTY

TAKE-OFF MINIMUMS: Rwv 20, 500-21/2 or std. w/min. climb of 307' per NM to 1500.

DEPARTURE PROCEDURE: Rwy 2, climb heading 017° to 1600 before turning left. NOTE: Rwy 20, trees 1.67 NM from departure end of

runway, 95' left of centerline, 100' AGL/1348' MSL.

REDOAK, IA

RED OAK MUNI

TAKE-OFF MINIMUMS: Rwy 13, 400-1. Rwys 31,35,

DEPARTURE PROCEDURE: Rwys 5,13,17,31,35 climb runway heading to 1600 before turning eastbound.

09295

$\overline{f V}$ TAKE-OFFMINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES $\overline{f V}$

ROCK RAPIDS, IA ROCK RAPIDS MUNI

TAKE-OFF MINIMUMS: Rwv 16, 300-1

ROLLA. MO ROLLA DOWNTOWN

TAKE-OFF MINIMUMS: Rwv 9, 400-2 or std. with a min.

climb of 311' per NM to 1500. DEPARTURE PROCEDURE: Rwv 9. climb via heading

090° to 1500 before proceeding on course

NOTE: Rwv 9, tower 9162' from departure end of runway. 975 left of centerline 155 AGL/1333 MSL

ST. CHARLES, MO ST CHARLES COUNTY SMARTT

TAKE-OFF MINIMUMS: Rwv 36, std. with a min, climb of 262' per NM to 1300, OR 900-21/2 for climb in visual

conditions

DEPARTURE PROCEDURE: Rwv 36, for climb in visual conditions: cross St. Charles County Smartt airport at or above 1300 before proceeding on course.

NOTE: Rwv 36, tree 2.3 NM from departure end of runwav. 3932' right of centerline, 100' AGL/891' MSL.

ST. JOSEPH. MO ROSECRANS MEMORIAL

TAKE-OFF MINIMUMS: Rwv 31, 400-21/4 or std. with a

min, climb of 325' per NM to 1300. DEPARTURE PROCEDURE: Rwv 13, climb via heading 132° to 2200 before turning left. NOTE: Rwv 13. tree 3394' from departure end of runway. 655' left of centerline, 100' AGL/919' MSL, Rwy 17, trees beginning 2691' from departure end of runway, across courseline unto 109' AGI /928' MSI Rwv 31, trees beginning 1.18 NM from departure end of runway, 986 left of centerline, up to 100' AGL/1139' MSL.

ST. LOUIS. MO

CREVE COEUR (1H0) AMDT 2 07354 (FAA)

TAKE-OFF MINIMUMS: Rwy16, 300-21/4 or std. w/min. climb of 206' per NM to 800, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1300' prior to departure end of runway, Rwy 34, 300-21/4 or std.

w/min. climb of 337' per NM to 900. DEPARTURE PROCEDURE: Rwy 34, climb heading

338° to 1100 before proceeding on course. NOTE: Rwy 16, vehicle on road, pole and trees beginning 200' from departure end of runway, 219' right of

centerline, up to 100' AGL/546' MSL. Trees beginning 100' from departure end of runway, 356' left of centerline, up to 100' AGL/719' MSL. Rwy 34, multiple trees beginning 1847' from departure end of runway, 418' right

beginning 744' from departure end of runway, 275' left of

centerline, up to 90' AGL/612' MSL.

of centerline up to 100' AGL/749' MSL. Levee and trees

100-1 or std. with a min. climb of 276' per NM to 800.

Rwy 30R, 200-1% or std with a min_climb of 322' per NOTE: Rwv 6, railroad 578' from departure end of runway.

621' left of centerline 23' AGL /557' MSL obstruction

light on LDA 1038' from departure end of runway, 706'

building 2478' from departure end of runway 1009' right of centerline, 30' AGL/598' MSL, Rwv 11, control tower

towers and trees beginning 2029' from departure end of

runway 37' left of centerline up to 219' AGL /774' MSL

Multiple signs, trees, towers, and buildings beginning

centerline, up to 114' AGL/702' MSL. Rwv 12L, multiple

departure end of runway 72' right of centerline up to 119'

trees and transmission towers beginning 1489' from

AGL/687' MSL. Obstruction light on DME 607' from departure end of runway 260' left of centerline 21' AGL/

619' MSL. Multiple trees and transmission towers beginning 990' from departure end of runway, 158' left of

centerline up to 91' AGI /646' MSI Rwy 12R, multiple

780' right of centerline, up to 88' AGL/672' MSL. Traffic

signal 1578' from departure end of runway, 703' right of

signs beginning 2933' from departure end of runway.

centerline, 25' AGL/636' MSL, Bush 1857' from

AGL/636' MSL. Transmission tower 5819' from

departure end of runway 500' right of centerline 25'

departure end of runway, 665' right of centerline, 116'

AGL/696' MSL. Multiple trees and transmission towers.

centerline up to 119' AGI /687' MSI Rwv 24, multiple trees and poles beginning 1067' from departure end of

runway, 176' left of centerline, up to 90' AGL/683' MSL.

departure end of runway, 92' right of centerline, up to 95'

Rwy 30L, road 1087' from departure end of runway, 601'

departure end of runway, 640' left of centerline, 14' AGL/

AGL/697' MSL. Antenna on building 675' from departure

MSL. Road 577' from departure end of runway, 503' right

end of runway, 185' right of centerline, 14' AGL/563'

Obstruction light on sign 1898' from departure end of

runway, 502' left of centerline, 35' AGL/593' MSL, Multiple poles, trees and buildings beginning 1639' from

AGL/712' MSL. Tower 6429' from departure end of

runway, 877' right of centerline, 103' AGL/703' MSL.

left of centerline, 20' AGL/569' MSL, Pole 1803' from

585' MSL. Multiple trees beginning 3601' from departure end of runway, 193' left of centerline, up to 93'

beginning 1966' from departure end of runway, 165' left of

right of centerline, 25' AGL/573' MSL, antenna on

5025 from departure end of runway 1523 left of

1794' from departure end of runway 40' right of

centerline, 219' AGL/774' MSL. Multiple buildings.

std with a min_climb of 280' per NM to 800_Rwv 301_

TAKE-OFF MINIMUMS: Rwv 11, 200-11/4 or std. with a min, climb of 407' per NM to 900. Rwv 24, 100-114 or

ST. LOUIS. MO (CON'T) LAMBERT-ST LOUIS INTL

> of centerline, 30' AGL/571' MSL, Road 1020' from departure end of runway, 583' right of centerline, 31' AGL/580' MSL. Traffic signal 1123' from departure end

of runway, 217' right of centerline, 25' AGL/574' MSL. Terrain 1584' from departure end of runway, 672' right of centerline, 0' AGL/592' MSL. Multiple trees and poles beginning 2626' from departure end of runway, 43' right of centerline, up to 84' AGL/684' MSL. Obstruction light on localizer 614' from departure end of runway, on centerline, 8' AGL/558' MSL. Rwy 30R, obstruction light on glideslope 2098' from departure end of runway, 900'

left of centerline, 48'AGL/587' MSL. Multiple trees, buildings, street lights, and antennae beginning 1548' from departure end of runway, 343' right of centerline, up to 147' AGL/741' MSL.





ST. LOUIS. MO (CON'T) SPIRIT OF ST. LOUIS (SUS)

ORIG-A 08185 (FAA)

TAKE-OFF MINIMUMS: Rwv 8R, 700-1 or std. w/min.

climb of 364' per NM to 800, Rwy 26L, 400-134 or std. with a min_climb of 258' per NM to 900.

NOTE: Rwv 8L, obstruction light 1214' from departure end of runway, 96' right of centerline, 27' AGL/496' MSL.

Rwy 8R, antenna on building 142' from departure end of runway, 241' left of centerline, 10' AGL/470' MSL. antenna 262' from departure end of runway, 557' left of centerline. 26' AGL/487' MSL, trees beginning 5372'

from departure end of runway, 1792' right of centerline, up to 94' AGL/653' MSL. Rwy 26L, trees beginning 1356' from departure end of runway, across centerline. up to 117' AGI /786' MSI

SEDALIA, MO

SEDALIA MEMORIAL (DMO)

ORIG 08269 (FAA)

NOTE: Rwv 18, trees beginning 280' from departure end of runway, 356' left of centerline, up to 47' AGL/956' MSL. Trees beginning 158' from departure end of runway, 340' right of centerline, up to 49' AGL/958' MSL. Rwy 23, aircraft on ramp 34' from departure end of runway, 265' left of centerline, 15' AGL/934' MSL. Vehicle on road 417' from departure end of runway, 498' left of centerline, 15' AGL/924' MSL. Train 604' from departure end of runway, left to right of centerline, 23' AGL/932' MSL. Trees beginning 681' from departure end of runway, 286' right of centerline, up to 100' AGL/

1009' MSL. Tower 4773' from departure end of runway. 577' right of centerline, 166' AGL/1030' MSL. Rwy 36, trees beginning 1948' from departure end of runway. 125' left of centerline, up to 100' AGL/949' MSL, Trees beginning 914' from departure end of runway, 698' right of centerline, up to 100' AGL/969' MSL

SHENANDOAH.IA

SHENANDOAH MUNI TAKE-OFF MINIMUMS: Rwy 4,500-3 or std. w/min.

climb of 260' per NM to 1700. Rwy 12, 500-2 34 or std. w/min. climb of 280' per NM to 1600. NOTE: Rwv 4, towers 2.5 NM from departure end of runway, 3155' right of centerline, 491' AGL/1463' MSL. Rwy 12. tower 2.2 NM from departure end of runway. 2351' left of centerline, 317' AGL/1437' MSL, Rwv 22. tree 2023' from departure end of runway, 508' left of centerline, 61' AGL/1030' MSL, Catenary 965' from departure end of runway, 427' left of centerline, 35' AGL/ 999' MSL, Bush 101' from departure end of runway, 171' right of centerline, 8' AGL/972' MSL, Pole 1132' from departure end of runway, 253' left of centerline, 32' AGL/ 996' MSL. Fence 200' from departure end of runway. 392' left of centerline, 3' AGL/967' MSL. Rwy 30, trees 950' from departure end of runway, 200' right of centerline, 75' AGL/1024' MSL

SIKESTON. MO

SIKESTON MEMORIAL MUNI

NOTE: Rwv 20, multiple light poles and trees beginning 166' from departure end of runway, 398' right of centerline, up to 49' AGL/368' MSL. Rod on light pole 1167' from departure end of runway, 798' left of centerline, 34' AGL/348' MSL

SIOUX CENTER, IA SIQUX CENTER MUNI

TAKE-OFF MINIMUMS: Rwv 18, 300-1.

SIOUX CITY, IA SIOUX GATEWAY/COLONEL BUD DAY FIELD

(SUX) AMDT 3 09127 (FAA)

TAKE-OFF MINIMI IMS: Rwv 35 std w/min climb of

250' per NM to 4200, or 1400-3 for climb in visual.

conditions DEPARTURE PROCEDURE: Rwv.31, climb via heading 310° to 2000 before turning east, Rwv 35, for climb in

visual conditions: cross Sioux Gateway/Col Bud Day Field at or above 2300 MSL before proceeding on NOTE: Rwv 13, trees beginning 2042' from DER 899'

right of centerline up to 100' AGL /1189' MSL Rwv 31. trees beginning 2885' from DER, 122' left of centerline. up to 82' AGL/1171' MSL. Trees beginning 3100' from DER, 431' right of centerline, up to 100' AGL/1174' MSL, Rwv 35, trees beginning 795' from DER, 161' left of centerline, up to 100' AGL/1194' MSL, Trees beginning 473' from DER, 229' right of centerline, up to 100' AGI /1194' MSI

SPRINGFIELD. MO SPRINGFIELD-BRANSON NATIONAL

TAKE-OFF MINIMUMS: Rwv 32, 300-1 or std. with a min, climb of 250' per NM to 1400.

SULLIVAN. MO SULLIVAN RGNI

TAKE-OFF MINIMUMS: Rwv 24, 300-1 or std. with a min. climb of 320' per NM to 1200.

TARKIO. MO

GOULD PETERSON MUNI (K57)

ORIG 08269 (FAA) NOTE: Rwv 18. multiple trees beginning 1797' from

departure end of runway, 22' left of centerline, 59' AGL/ 968' MSL. Multiple trees, power poles, vehicle on road and well beginning 94' from departure end of runway. 163' right of centerline, 75' AGL/984' MSL. Rwy 36, multiple trees, power poles beginning 404' from departure end of runway, 126' left of centerline, 31' AGL/ 990' MSL. Multiple trees, power poles and hangers beginning 44' from departure end of runway, 68' right of centerline, 48' AGL/997' MSL.

TIPTON, IA

MATHEWSMEMORIAL

TAKE-OFF MINIMUMS: Rwys 11, 29, 300-1. DEPARTURE PROCEDURE: Rwy 11, climb runway heading to 3000 before turning, Rwv 29, climbing right turn heading 360° to 3000 before turning.

TRENTON, MO

TRENTON MUNI

TAKE-OFF MINIMUMS: Rwys 18, 36, 500-2 or std. with a min. climb of 350' per NM to 1400. DEPARTURE PROCEDURE: Rwvs 18.36, climb runway heading to 1400 before proceeding on course.

09295

TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

VINTON, IA VINTON VETERANS MEMORIAL AIRPARK

DEPARTURE PROCEDURE: **All Rwys**, north and east departures (270° CW 160°) climb on runway heading to 3400 before turning.

3400 before turning.

WARRENSBURG, MO

SKYHAVEN

NOTE: Rwy 13, sign 177' from departure end of runway, 273' right of centerline, 30' AGL/815' MSL. Rwy 18, multiple trees beginning 5' from departure end of runway, 160' right of centerline, up to 39' AGL/826' MSL. Building, sign, multiple trees and poles beginning 466' from departure end of runway, 188' left of centerline, up to 48' AGL/837' MSL. Rwy 36, multiple trees beginning 192' from departure end of runway, 327' right of centerline, up to 20' AGL/817' MSL.

WASHINGTON, IA

WASHINGTON MUNI

TAKE-OFF MINIMUMS: Rwy 31, 300-1.

WASHINGTON, MO

WASHINGTON RGNL (FYG)

AMDT 1 09295 (FAA)

TAKE-OFF MINIMUMS: Rwy 33, 400-21/4 or std. w/ min. climb of 275' per NM to 1000.

DEPARTURE PROCEDURE: **Rwy15**, climb heading 153 ° to 1100 before turning left.

NOTE: Rwy 15, numerous trees beginning 3076' from DER, 618' left of centerline up to 108' AGL/589' MSL. Rwy 33, numerous trees beginning 1035' from DER, 171' left of centerline, up to 68' AGL/552' MSL. Numerous trees beginning 2907' from DER, 66' right of centerline up to 65' AGL/824' MSL.

WATERLOO, IA

WATERI OO RGNI

NOTE: Rwy 6, multiple trees beginning 2087' from departure end of runway, 265' right of centerline, up to 71' AGL/944' MSL, tree 2226' from departure end of runway, 125' left of centerline, 69' AGL/932' MSL. Rwy 24, tree 2262' from departure end of runway, 473' right of centerline, 55' AGL/925' MSL. Rwy 30, multiple trees beginning 2160' from departure end of runway, 938' right of centerline, up to 95' AGL/995' MSL. Rwy 36, multiple trees beginning 1213' from departure end of runway, 157' right of centerline, up to 54' AGL/1004' MSL.

WAVERLY, IA

WAVERLY MUNI

TAKE-OFF MINIMUMS: Rwys 11, 29, 300-1.

WEST PLAINS, MO WEST PLAINS MUNI

TAKE-OFF MINIMUMS: Rwv 36, 300-1½ or std. w/a

min. climb of 215' per NM to 1500.

NOTE: **Rwy18.** multiple trees beginning 98' from

departure end of runway, 65" right of centerline, up to 50' AGL/1267" MSL. Multiple trees beginning 978' from departure end of runway, 388' left of centerline, up to 100' AGL/1277" MSL. Rwy 36, trees 3567' from departure end of runway, 14' left of centerline, 100' AGL/1319' MSL. Trees 5791' from departure end of runway, 1206' left of centerline, 100' AGL/373' MSL.

WEST UNION, IA

GEORGE L. SCOTT MUNI

DEPARTURE PROCEDURE: **Rwy 17**, climb runway heading to 1700 before turning.

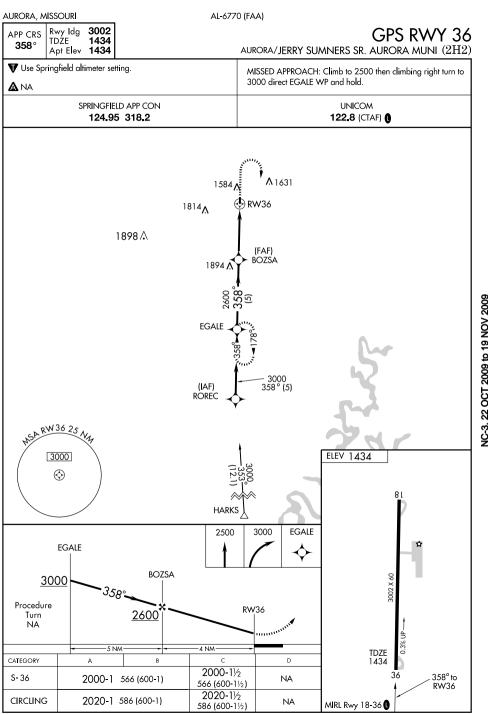
WHITEMAN AFB (KSZL)

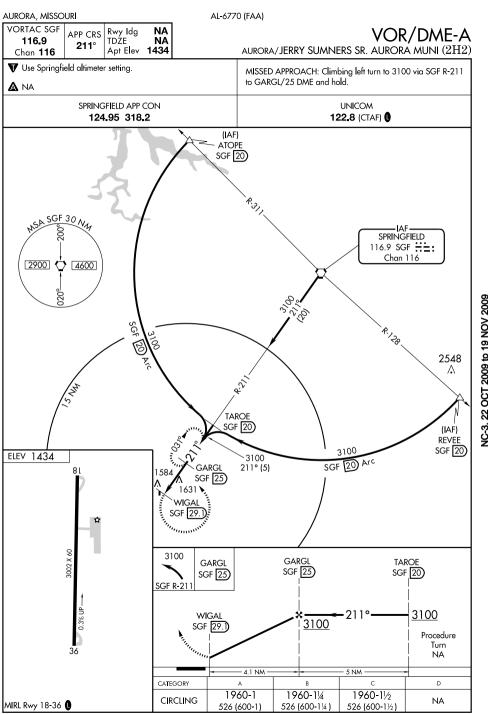
KNOB NOSTER, MO. ORIG, 09155
TAKE-OFF OBSTACLES: Rwy 1, Aircraft 14' AGL/885'
MSL, 22' from DER, 430' left of centerline. Aircraft 14'
AGL/885' MSL, 31' from DER, 535' left of centerline.
Rwy 19, Aircraft 16' AGL/851' MSL, 22' from DER, 468'
left of centerline. Aircraft 16' AGL/851' MSL, 57' from
DER, 468' left of centerline. Aircraft 14' AGL/849' MSL,
13' from DER, 538' left of centerline.

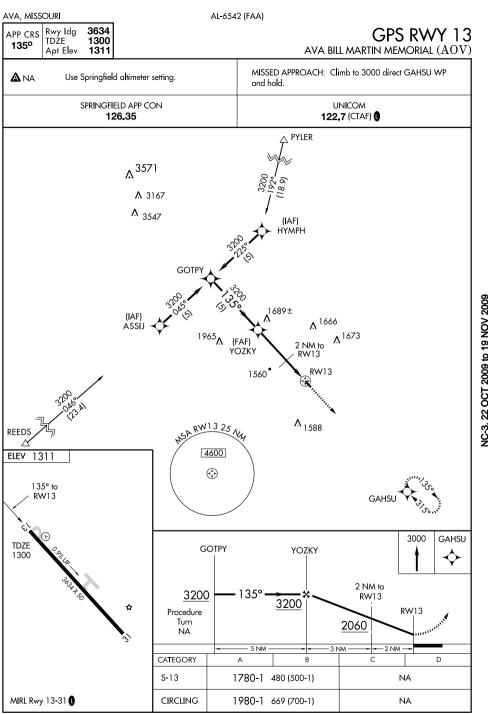
WINTERSET, IA

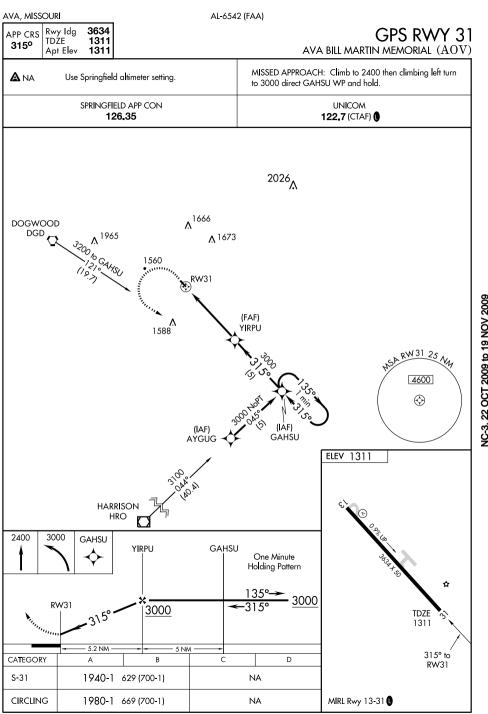
WINTERSET-MADISON COUNTY TAKE-OFF MINIMUMS: Rwy 14, 300-1.

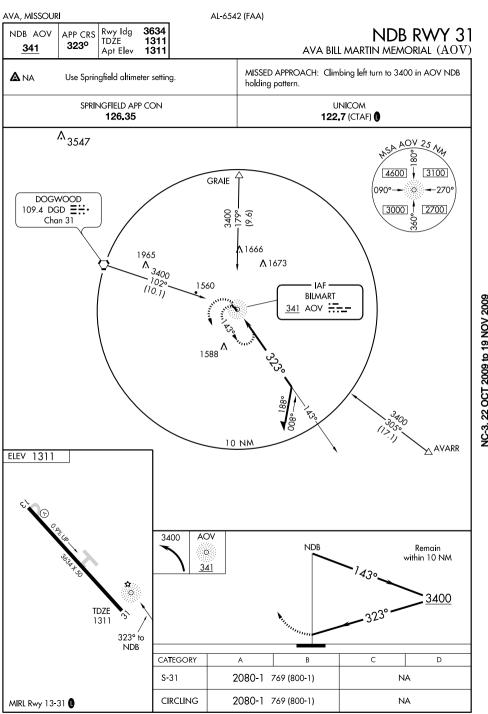


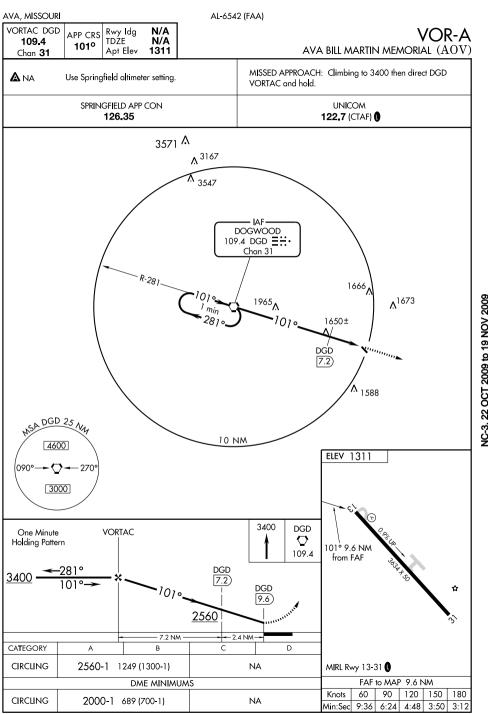






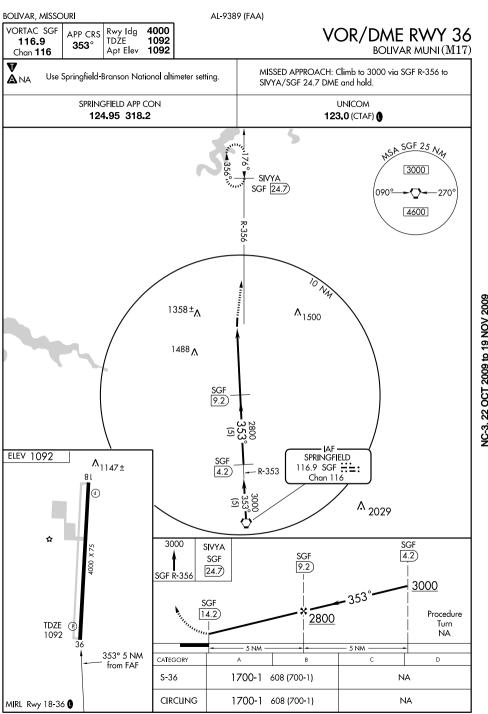


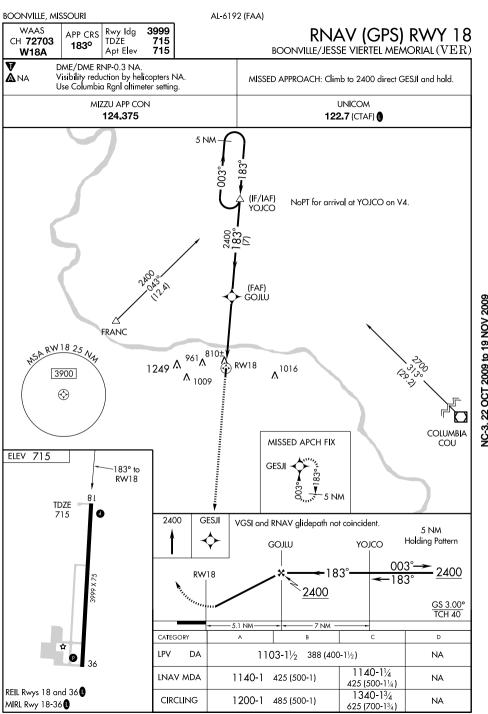


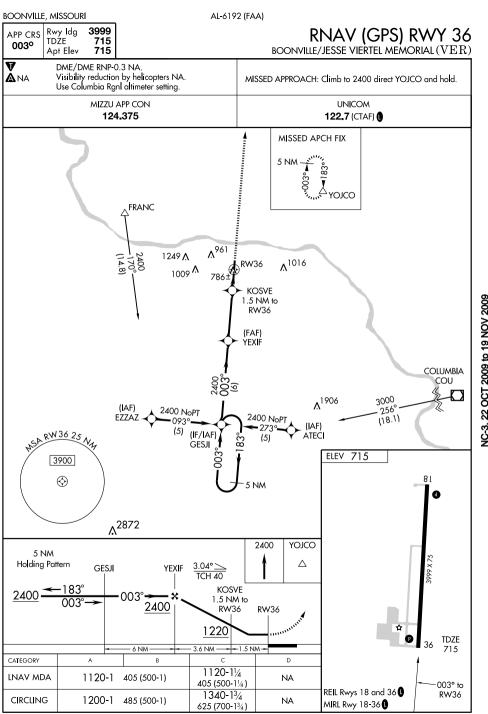


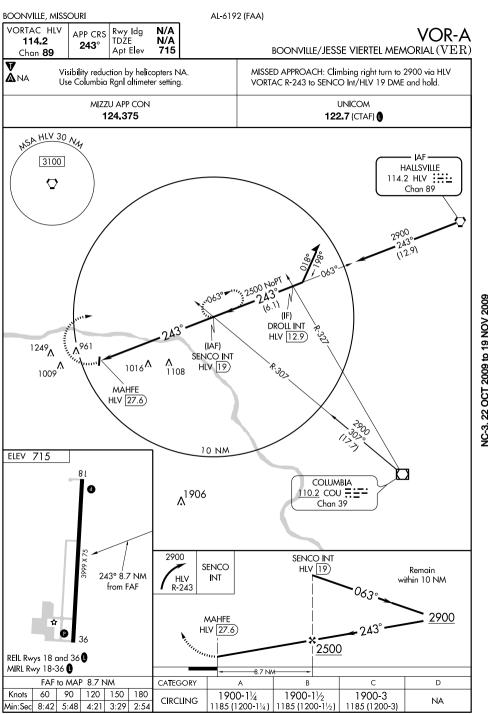
BOLIVAR, MISSOURI AL-9389 (FAA) Rwy Ida 4000 RNAV (GPS) RWY 18 APP CRS TDŹE 1092 179° BOLIVAR MUNI (M17) Apt Elev 1092 DME/DME RNP- 0.3 NA. MISSED APPROACH: Climbing left turn to 3000 direct A NA Visibility reduction by helicopters NA. OSOYE and hold. Use Springfield-Branson National altimeter setting. SPRINGFIELD APP CON UNICOM 124.95 318.2 123.0 (CTAF) (Holding not required for arrivals on SGF VORTAC 5 NM airway radials 075 CW 272. 3000 NoPT (IAF) 3000 NoPT 089 OLLII 269° (9.2) (5) 3000 (IF/IAF) (IAF) 270 **RUZSU** OSOYE (8.2) JIBOG (FAF) CHIKE NC-3, 22 OCT 2009 to 19 NOV 2009 YUPUN 1551 2 NM to ۸ RW18 1269± **∧**1500 1358±Λ 1488 Λ 3000 to OSOYE NSA RW18 25 My **ELEV 1092** 3100 179° to **RW18** Λ_{1147±} \odot SPRINGFIELD SGF 81 **TDZE** 1092 5 NM 3000 OSOYE 5 NM OSOYE Holding Pattern CHIKE YUPUN 000 2 NM to 3000 <u>∠</u> 3.04° TCH 38 RW18 Andrews . RW18 2800 1760 2 NM -3.2 NM-6.1 NM-CATEGORY D 1600-11/2 NA LNAV MDA 1600-1 508 (600-1) 508 (600-11/2) 1660-11/2 CIRCLING 1660-1 568 (600-1) NA MIRL Rwy 18-36 0 568 (600-1½)

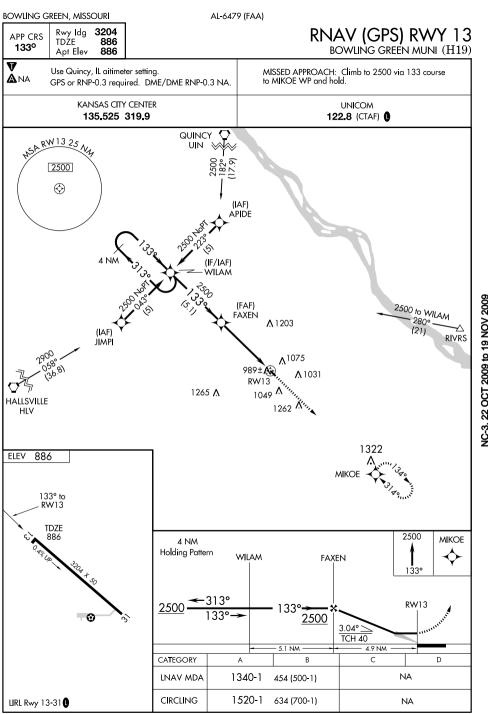
BOLIVAR, MISS	OURI			AL-938	39 (FAA)				
WAAS CH 78303 W36A	APP CRS 359°	TDŹE	4000 1092 1092			R	NAV (C	GPS) RWY 36 OLIVAR MUNI (M17)	
A NA Visik		o- 0.3 NA. ion by helico Branson Na		neter setting.	MISSED A	PPROACH:	Climb to 3000	direct OSOYE and hold.	
		NGFIELD APP 24.95 318			UNICOM 123.0 (CTAF) ()				
NoPT for arriv radials 075 C		VORTAC air	way 1358		DNA/2.4	∧ 1500		MISSED APCH FIX 5 NM ***********************************	
	4		1488	3 Λ 1249±	CITSI 2.1 NM to RW36 (FAF) ZOXBY				
36	36 25 Nny 500			UNHIC (IAF) SPRINGFIELD SGF	3000		∆ ²⁰²⁹	MIRL Rwy 18-36 ()	
Procedure U Turn NA	JINHIC 0	VGSI and I	RNAV glido ZOXI	epath not coincide BY CITS 2.1 NM RW3:	*L	OSOYE A	ά	A _{1147±} 81 @	
GS 3.00° TCH 40 CATEGORY LPV DA	A		B /4 356 (4	*1800	-2.1 NM-	D NA	- - -	® TDZE 1092	
LNAV MDA	15	80-1 488 (- ·	1580-1		NA	1	1092 36	
CIRCLING	16	60-1 568 ((600-1)	488 (500-1 1660-1 568 (600-	1/2	NA	1	359° to RW36	

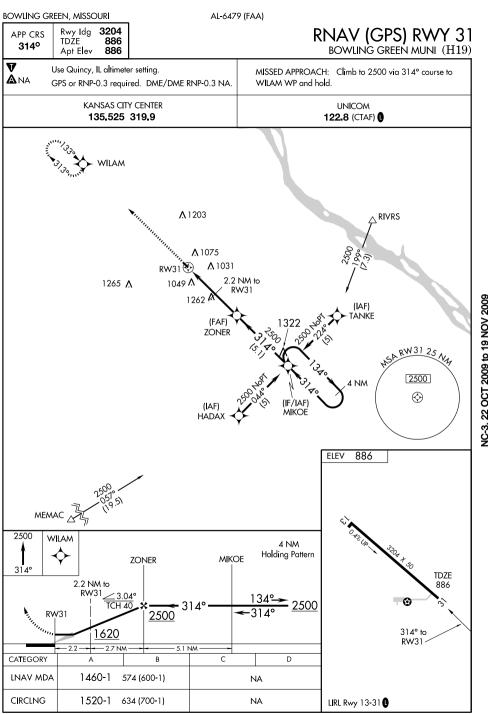


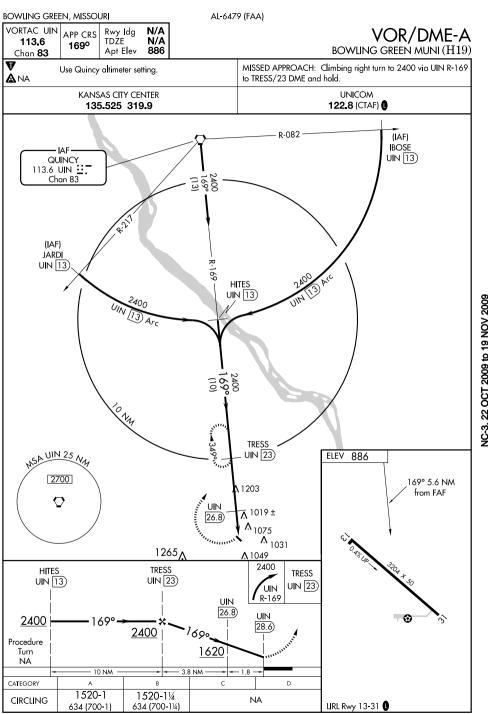


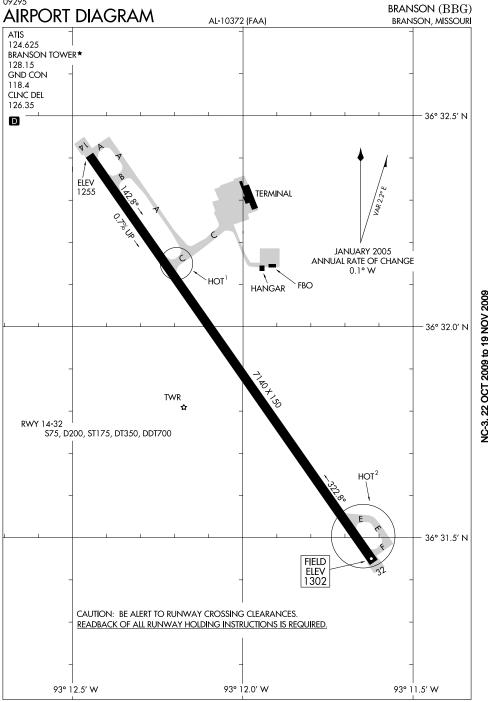


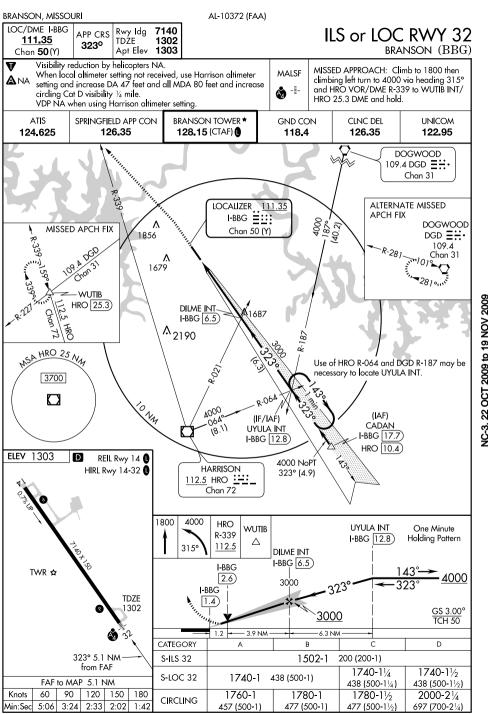




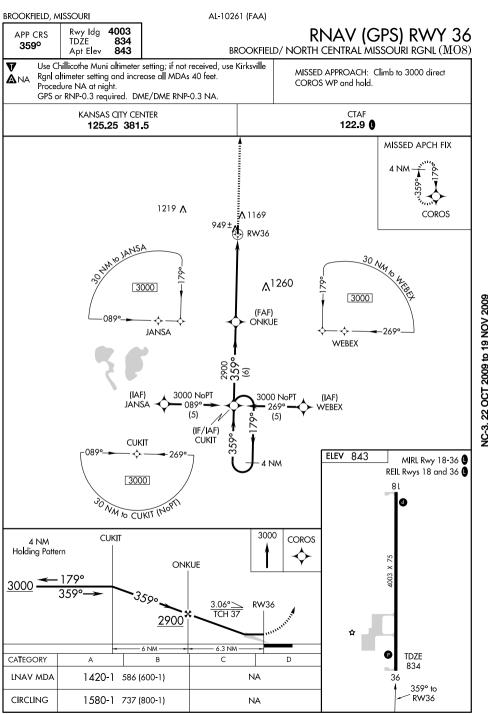


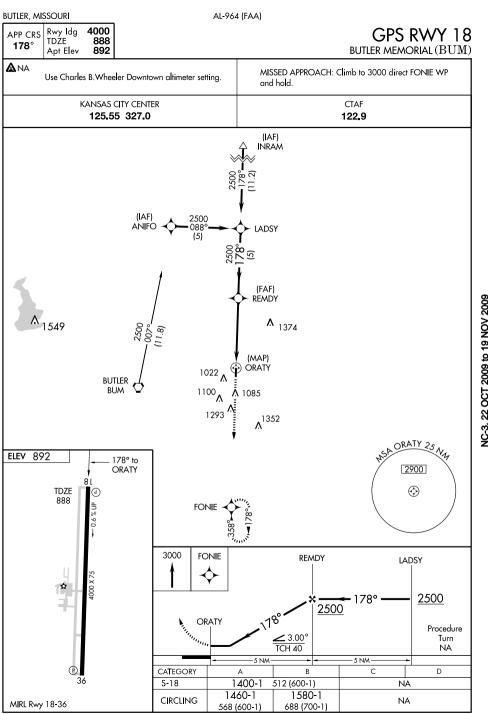


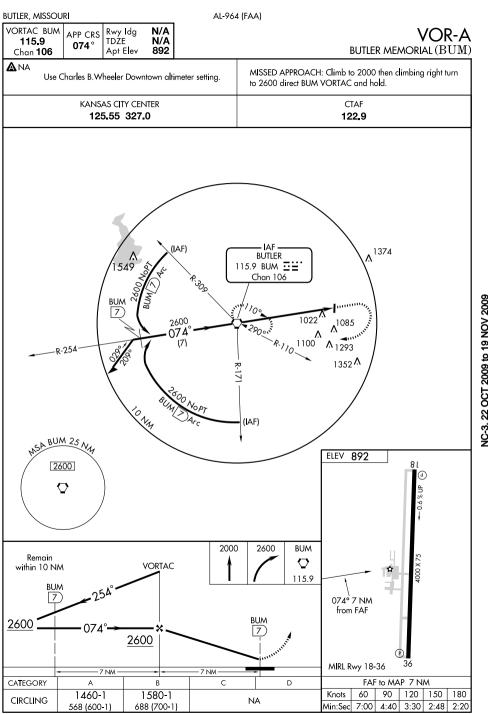


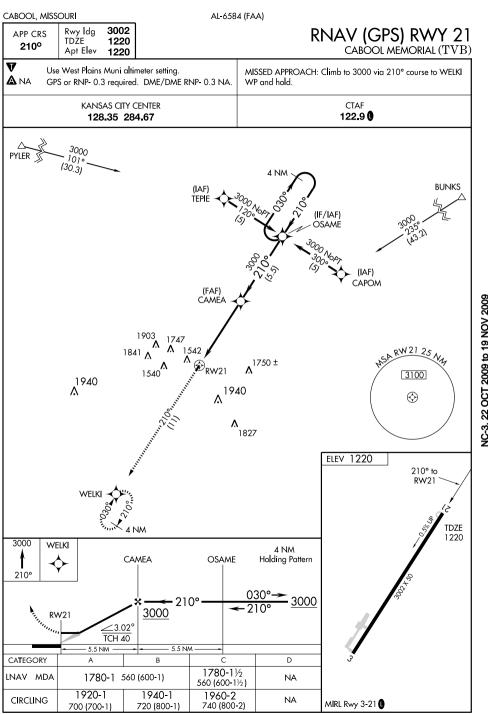


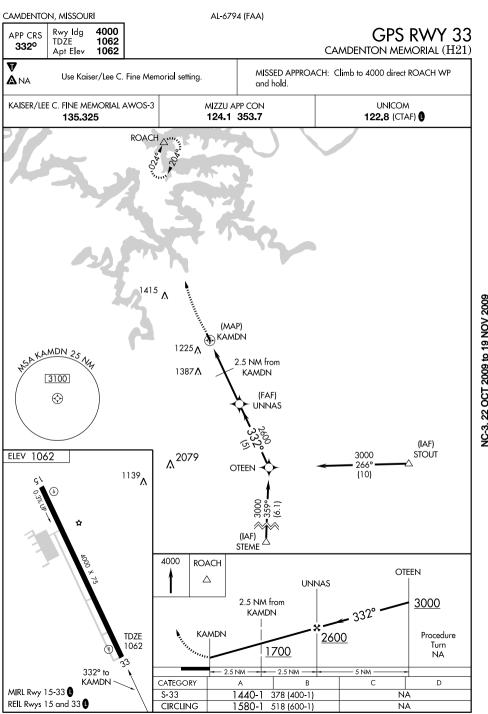
BROOKFIELD, A	MISSOURI	AL-10261 (FAA)							
APP CRS Rwy Idg 4003 179° Rwy Idg 4003 TDZE 843 Apt Elev 843		RNAV (GPS) RWY 18 BROOKFIELD/ NORTH CENTRAL MISSOURI RGNL (MO8)							
A NA Rgnl	Chillicothe Muni altimeter altimeter setting and increedure NA at night. // DME RNP-0.3 NA.	setting; if not received, use case all MDAs 40 feet.	Kirksville MISSED APPROACH: Climb to 3000 direct CUKIT WP and hold.						
	KANSAS CITY CEN 12525 381. 4		CTAF 122.9 (
1219 A 179° to RW18 1260 A 12									
\$	843 \$2.2 \times 6000 36	CATEGORY	3.06° TCH 40 -6.2 NM A	DRAME 179° 6 NM-B 997 (700-1)	COROS 35 17 VGSI of	4 NM Holding Pattern 9° — 3000 and descent angles not coincident D			
REIL Rwys 18 o MIRL Rwy 18-3	and 36 (CIRCLING	1580-1 7	737 (800-1)		IA IA			

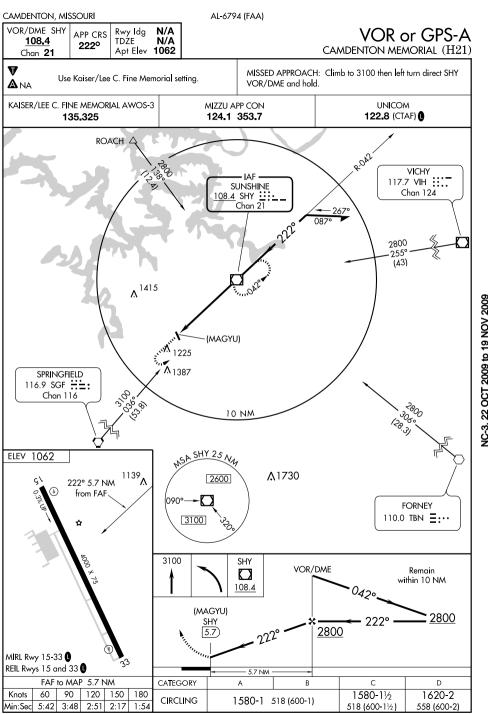


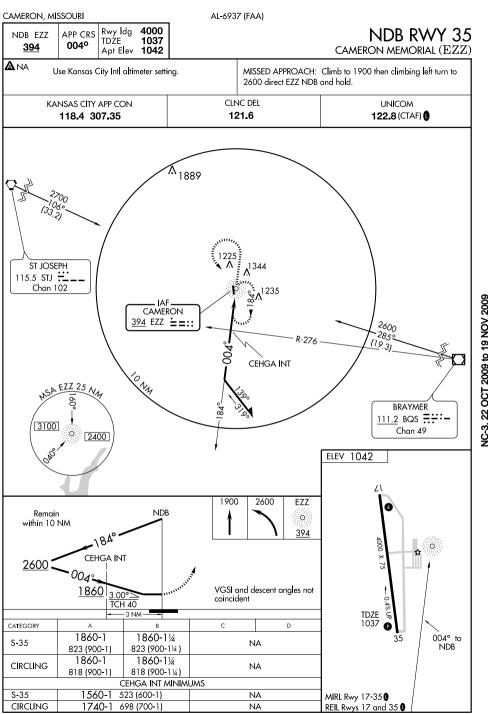


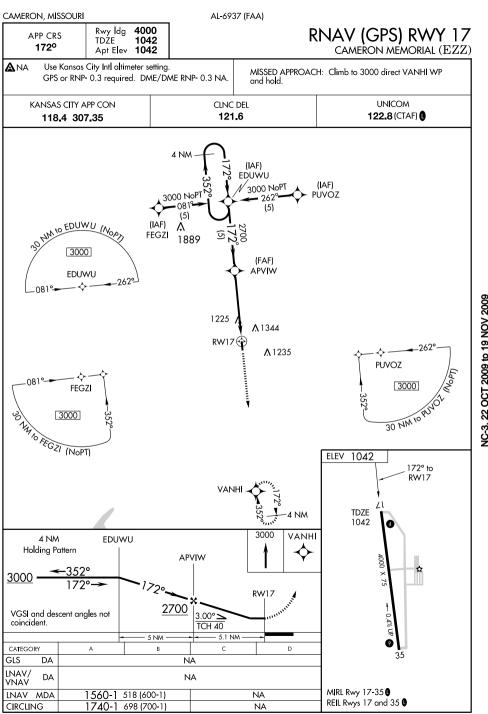


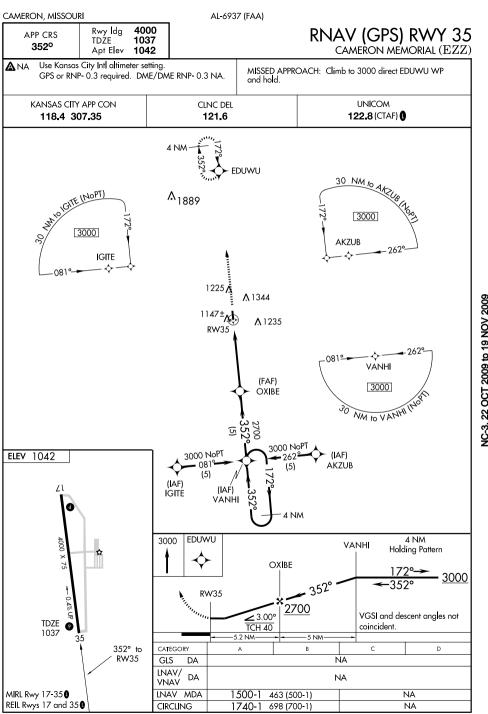


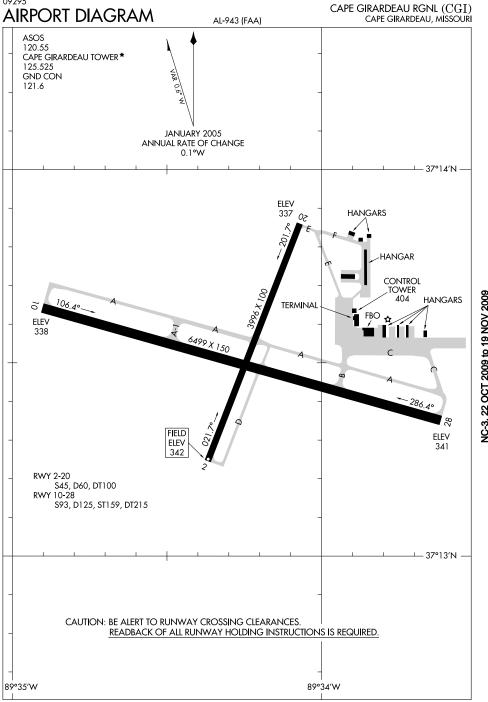


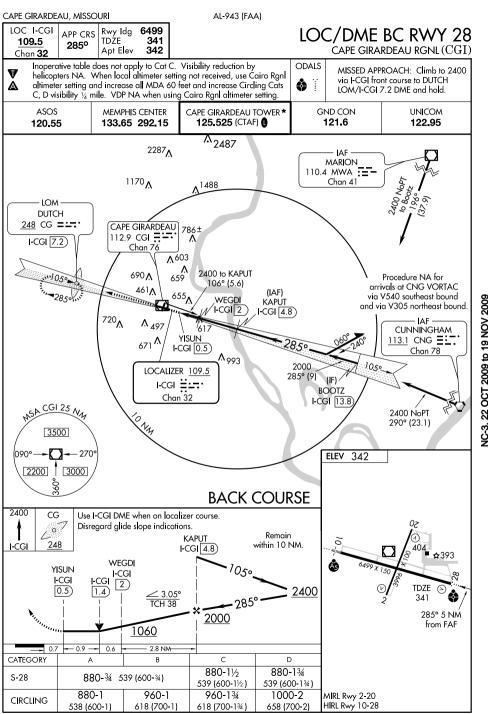


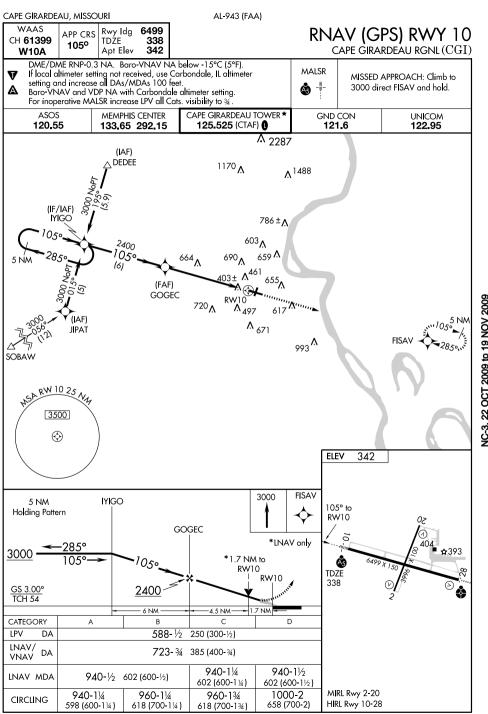


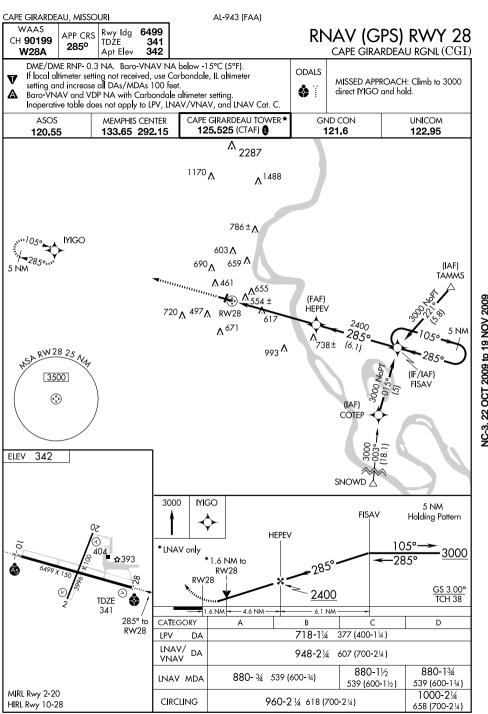


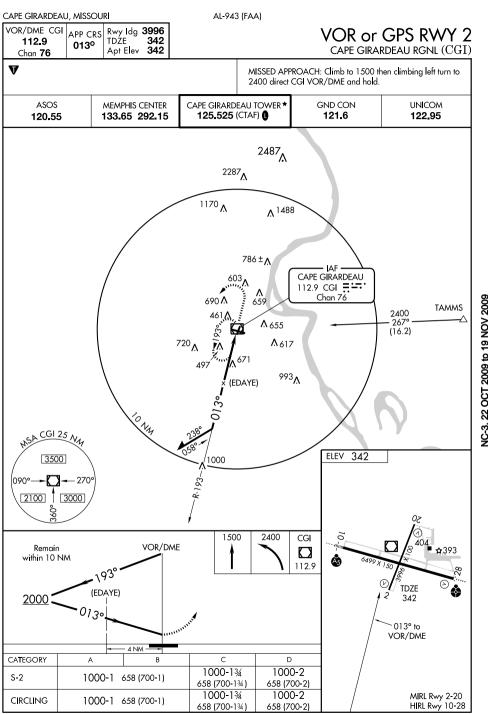


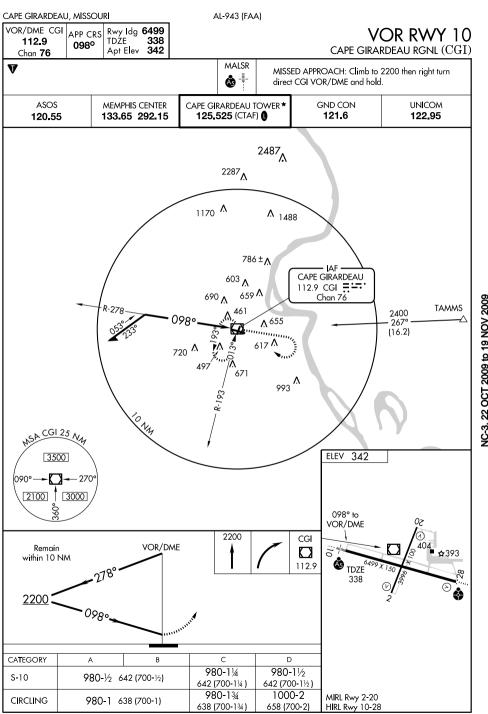


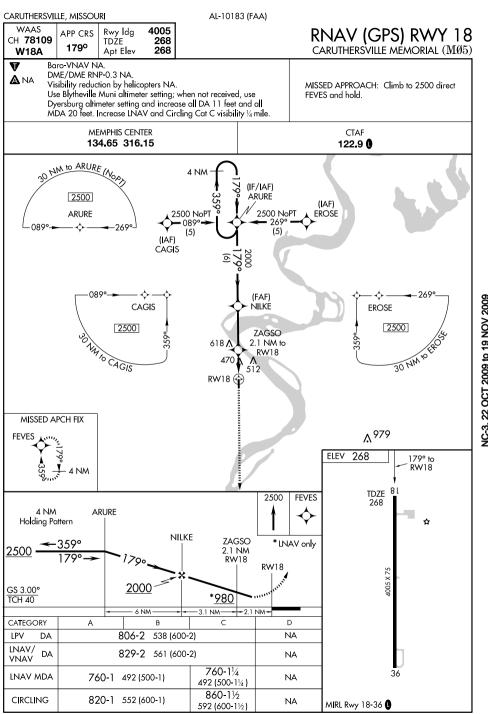


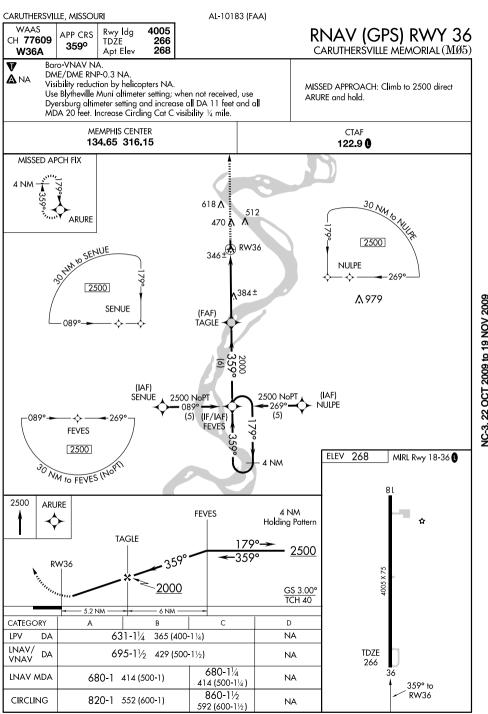


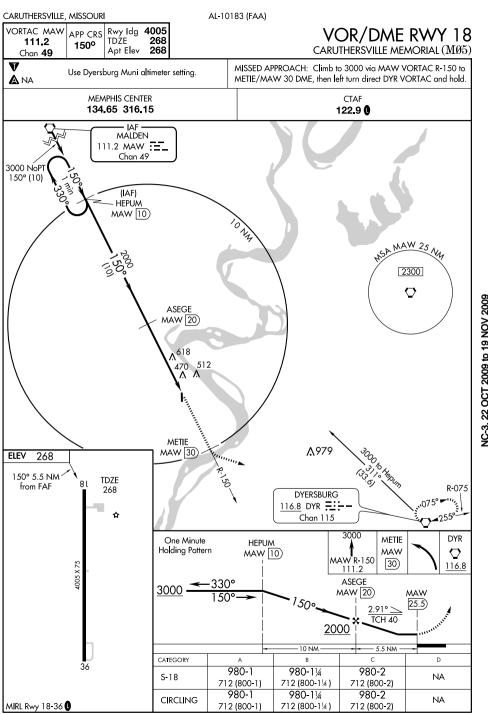


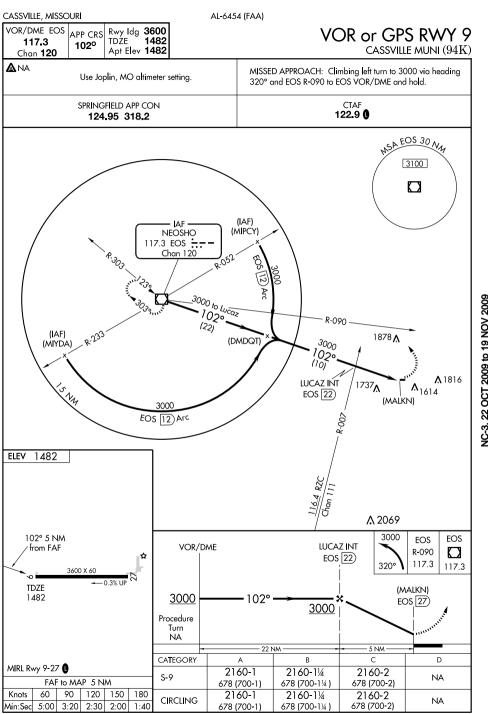


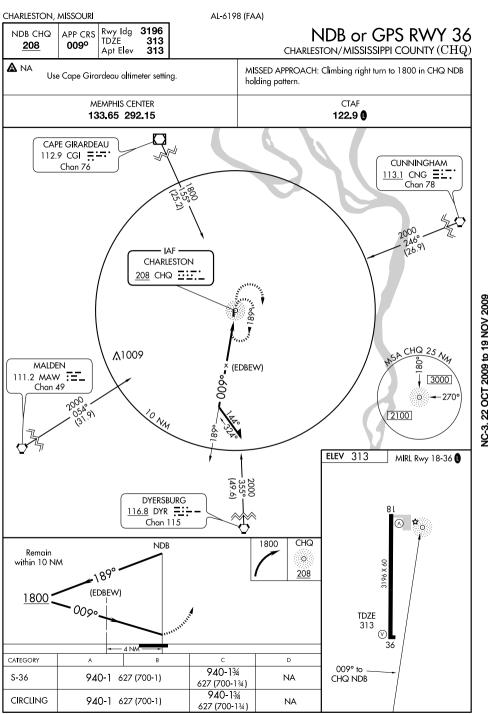


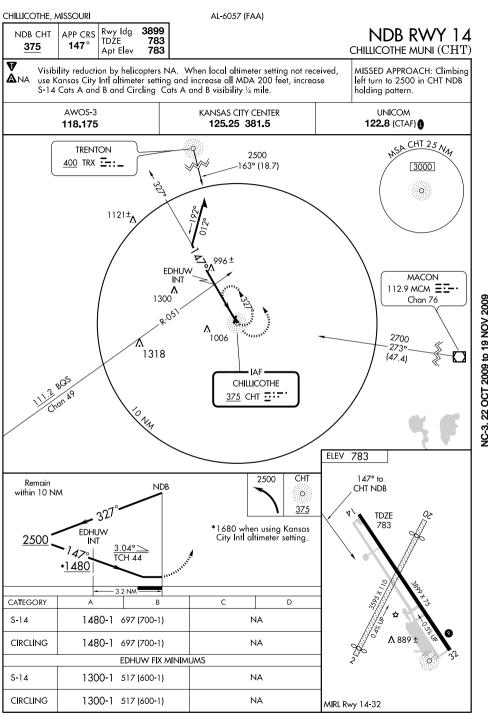


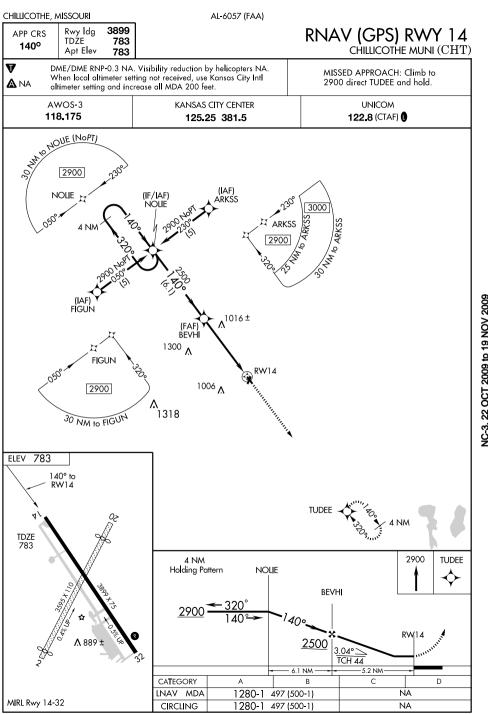








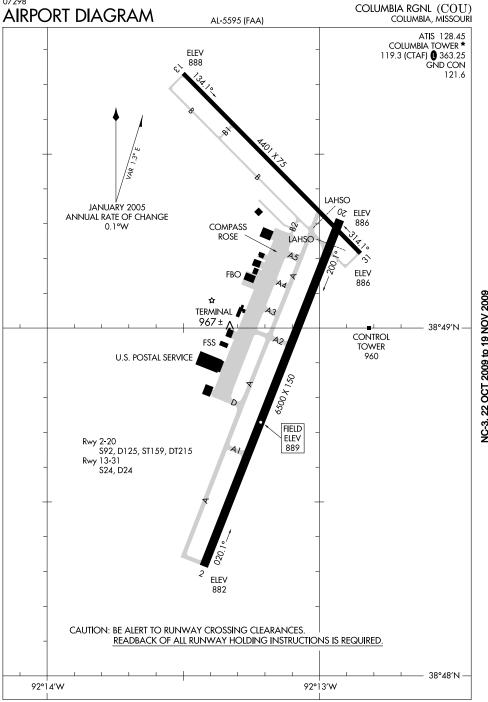


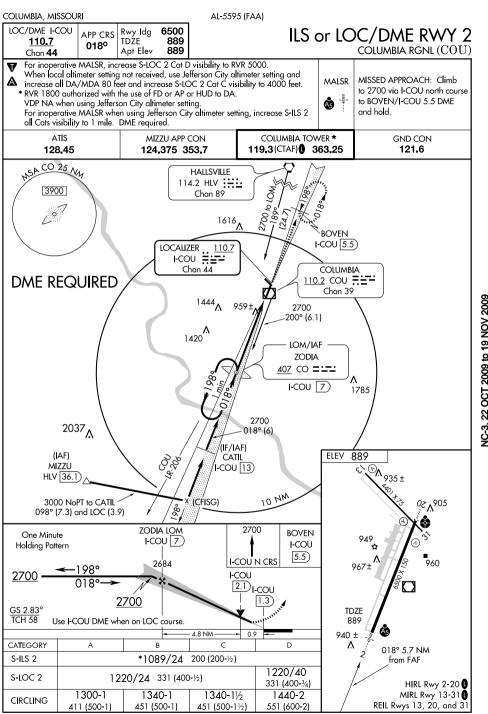


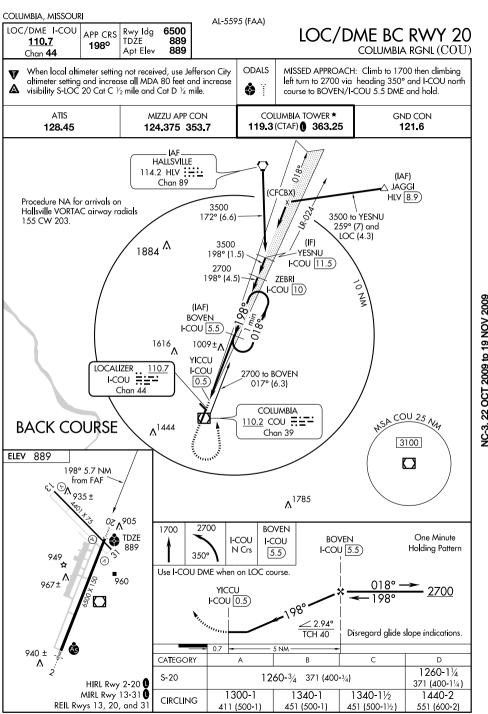
CHILLICOTHE, MISSOURI AL-6057 (FAA) WAAS 3899 Rwy Idg RNAV (GPS) RWY 32 APP CRS CH 70413 TDŹE 782 320° CHILLICOTHE MUNI (CHT) Apt Elev W32A 783 For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above v MISSED APPROACH: 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local **A** NA altimeter setting not received, use Kansas City Intl altimeter setting and increase all DA 181 Climb to 2900 direct feet and all MDA 200 feet, and increase LPV all Cats visibility 3/4 mile and LNAV/VNAV all NOLIE and hold. Cats visibility 1/2 mile. Baro-VNAV and VDP NA when using Kansas City Intl altimeter setting AWOS-3 KANSAS CITY CENTER UNICOM 118,175 122.8 (CTAF) 0 125.25 381.5 1348 30 MM to REDSE 3000 00 100 937 ± 884 ± 19 NM to REDSA Λ 1300 2900 22 22 OCT 2009 to 19 NOV 2009 REDSE 1006 A RW32 (FAF) POSNE ₁30° 2900 (IAF) 30 MW to train REDSE 2900 HOP WERL 230° .050° ELEV 783 4 NM (IF/IAF) TUDEE (IAF) WERL VGSI and RNAV alidepath not coincident. 2900 NOLIE 4 NM Holding Pattern **TUDEE** POSNE * LNAV only * 1.1NM to RW32 RW32 TDZE 782 GS 3.00° TCH 44 1 889 **1** ∧ 2500 1.1 NM 4.1 NM -- 6.2 NM CATEGORY С D 320° to LPV 1148-11/4 DA 366 (400-11/4) NA RW32 LNAV/ DA 1154-11/2 372 (400-11/2) NA VNAV LNAV MDA 1200-1 418 (500-1) NA MIRL Rwy 14-32 CIRCLING NA 1280-1 497 (500-1)

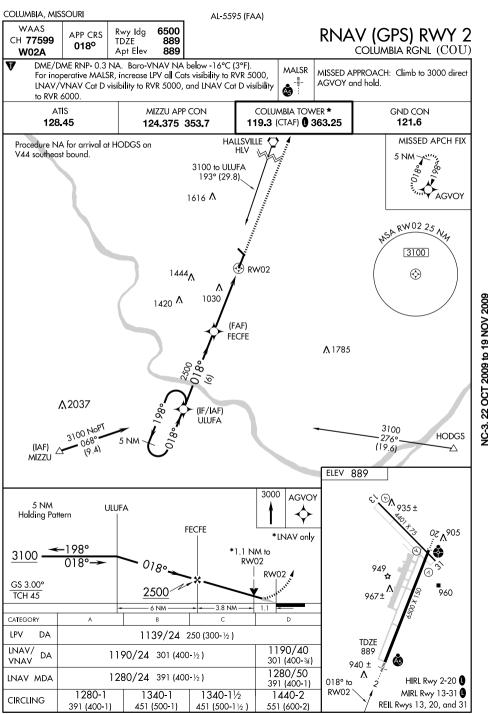
CLINTON, MISSOURI AL-6145 (FAA) Rwy Idg 4001 NDB or GPS RWY 4 NDB GLY APP CRS TDŹE 821 033° 388 CLINTON MEMORIAL (GLY) Apt Elev 822 Obtain local altimeter setting on CTAF; when not received use MISSED APPROACH: Climb to 2000 then climbing right turn to Whiteman AFB altimeter setting. 2900 direct GLY NDB and hold. A NA WHITEMAN APP CON★ UNICOM 127.45 122.8 (CTAF) 1 1883 IAF · **GOLDEN VALLEY** 388 GLY ---1120**^** ¹⁰²²∧ ⁹⁶⁶ NC-3 22 OCT 2009 to 19 NOV 2009 (EDPIW SA GLY 25 NA 2900 1087_A 2900 016° (7.1) AUGIE ELEV 822 2000 2900 GLY NDB Remain 0 within 10 NM 388 033° to GLY NDB (EDPIW) 2900 **~**033° 4 NM CATEGORY Α D 1440-134 **TDZE** S-4 1440-1 619 (700-1) NA 619 (700-134) 821 1440-134 CIRCLING 1440-1 NA 618 (700-1) 618 (700-134) WHITEMAN AFB ALTIMETER SETTING MINIMUMS 1540-2 S-4 1540-1 NA 719 (800-1) 719 (800-2) REIL Rwys 4 and 22 1 1540-2 CIRCLING 1540-1 718 (800-1) NA MIRL Rwy 4-22 () 718 (800-2)

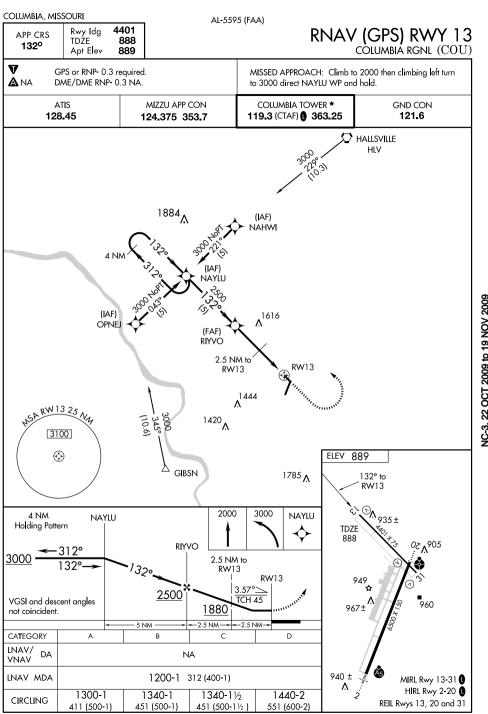
CLINTON, MISSOURI AL-6145 (FAA) Rwy Idg 4001 NDB or GPS RWY 22 NDB GLY APP CRS TDŹE 822 230° 388 CLINTON MEMORIAL (GLY) Apt Elev 822 Obtain local altimeter setting on CTAF; when not received use MISSED APPROACH: Climb to 2000 then climbing left turn to Whiteman AFB altimeter setting. 2900 direct GLY NDB and hold. A NA WHITEMAN APP CON★ UNICOM 127.45 122.8 (CTAF) 1 1883 050° IAF -GOLDEN VALLEY 388 GLY 1120 1 (EDSOW) 1022 1 966 AC-3 22 OCT 2009 to 19 NOV 2009 2900 016° (7.1) NSA GLY 25 Ny AUGIE ELEV 822 230° to **GLY NDB** 2000 2900 GLY NDB Remain 0 within 10 NM 388 050 TDZE (EDSOW) 2900 822 4 NM CATEGORY Α D 1400-11/2 S-22 1400-1 578 (600-1) NA 578 (600-11/2) 1400-11/2 CIRCLING 1400-1 578 (600-1) NA 578 (600-11/2) WHITEMAN AFB ALTIMETER SETTING MINIMUMS 1500-2 S-22 1500-1 NA 678 (700-1) 678 (700-2) REIL Rwys 4 and 22 1 1500-2 CIRCLING 1500-1 678 (700-1) NA MIRL Rwy 4-22 1 678 (700-2)

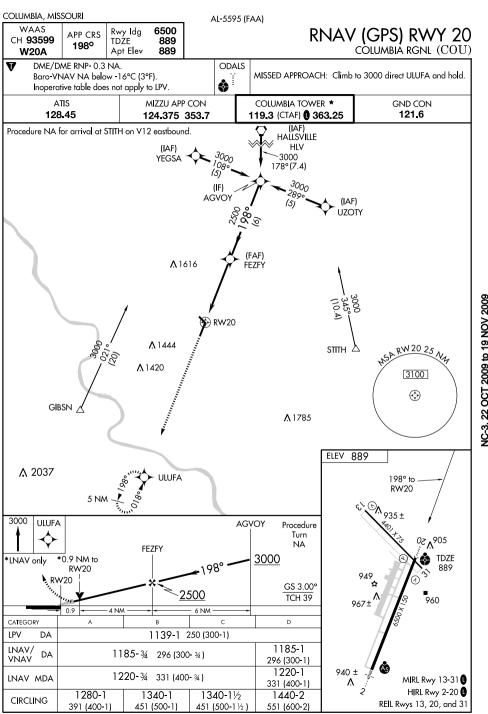


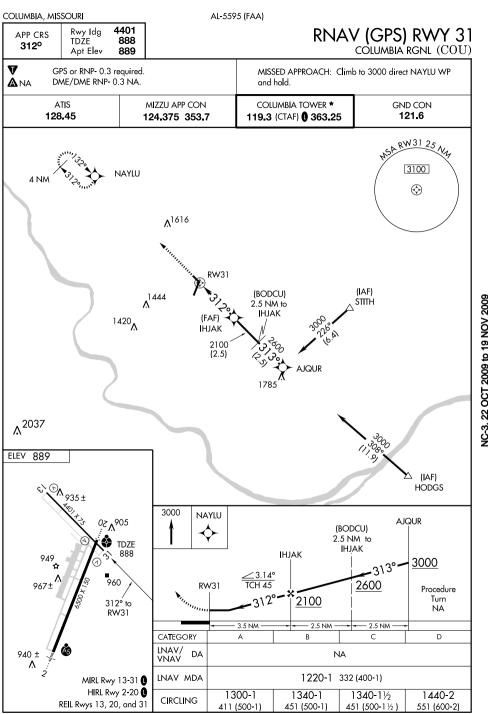


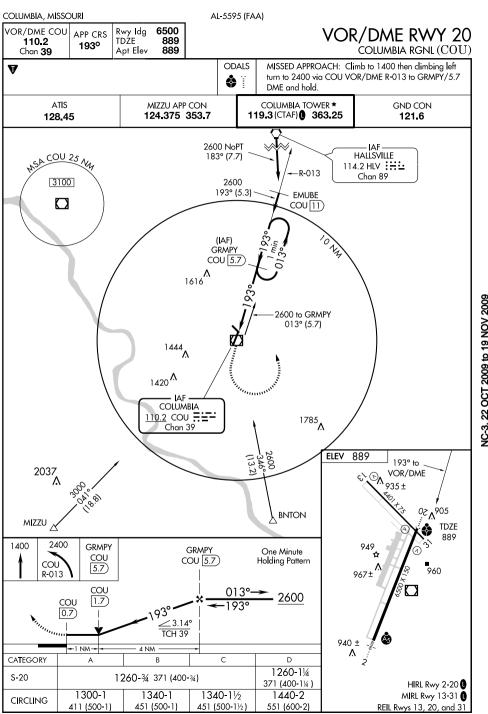


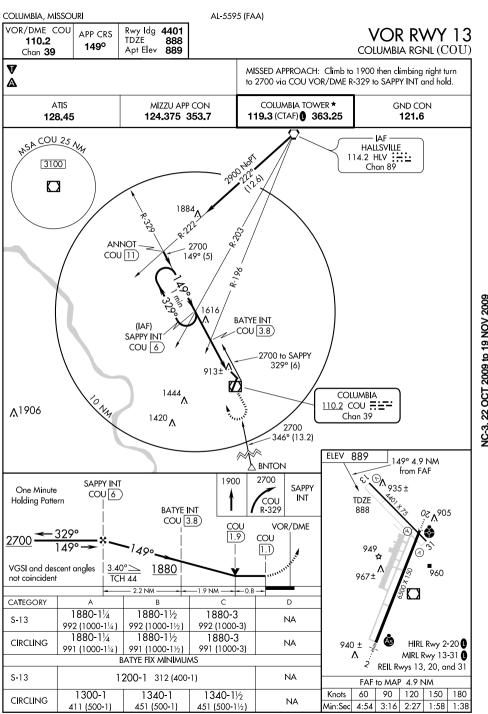


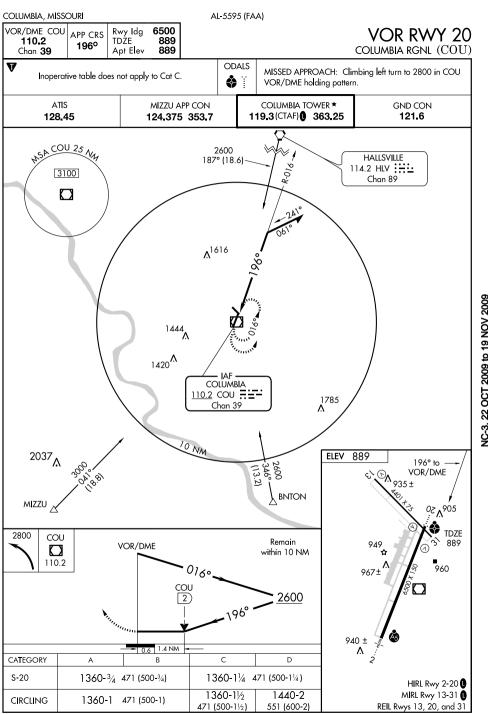


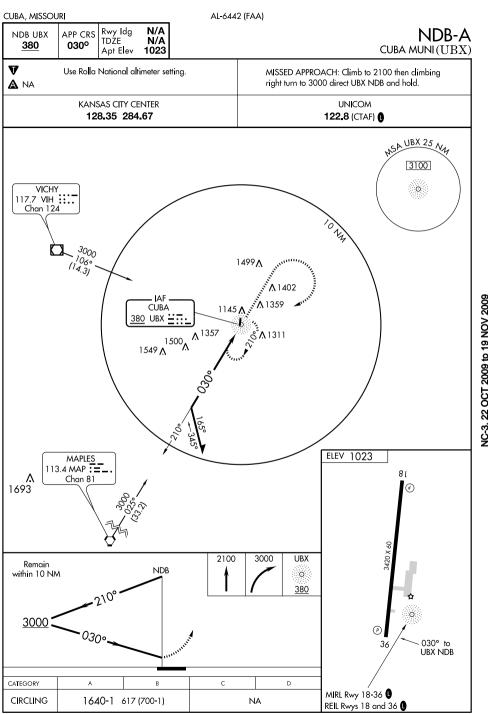


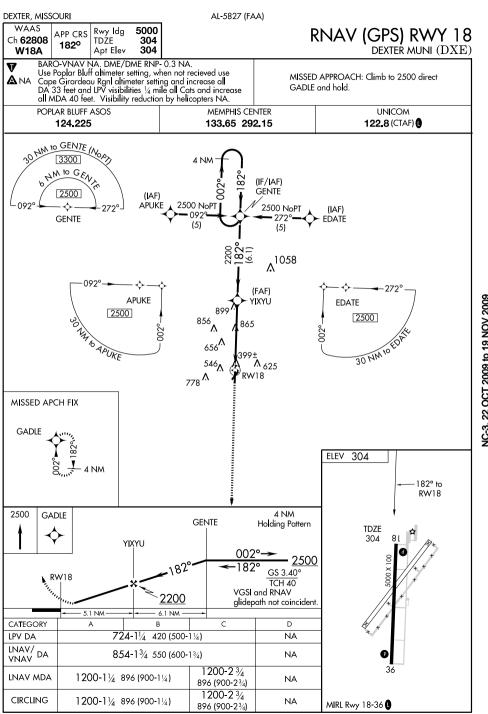




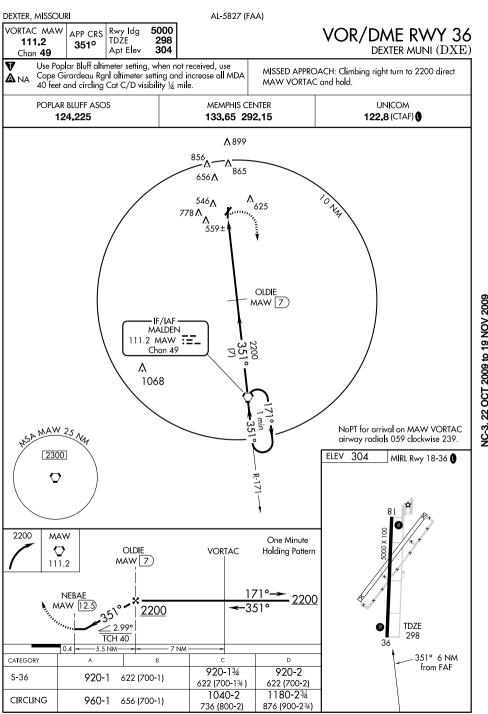


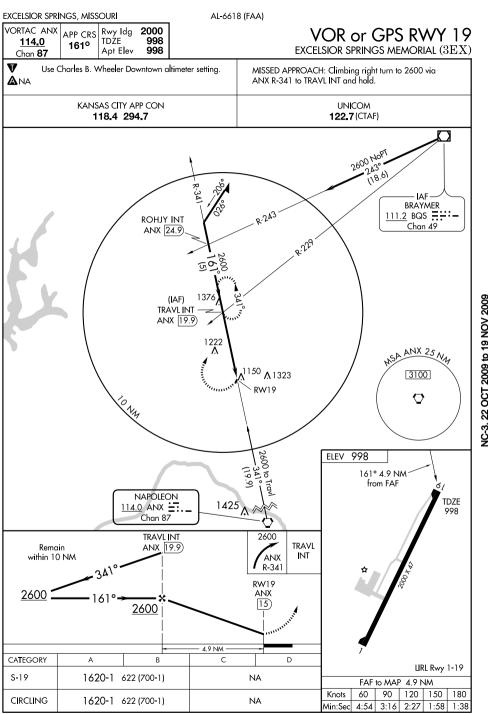


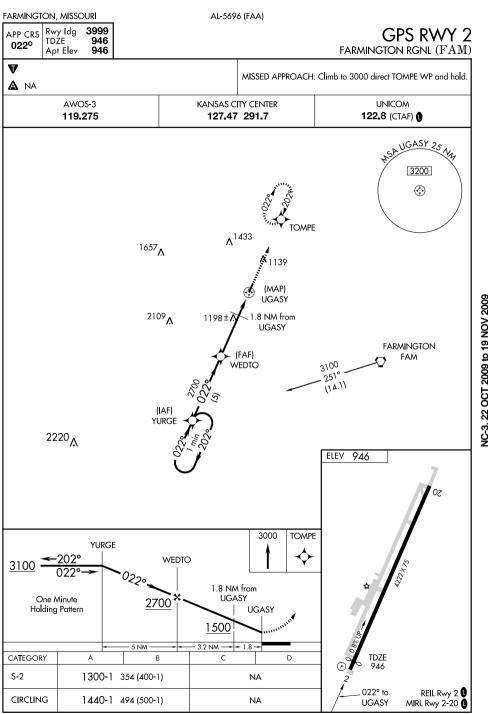


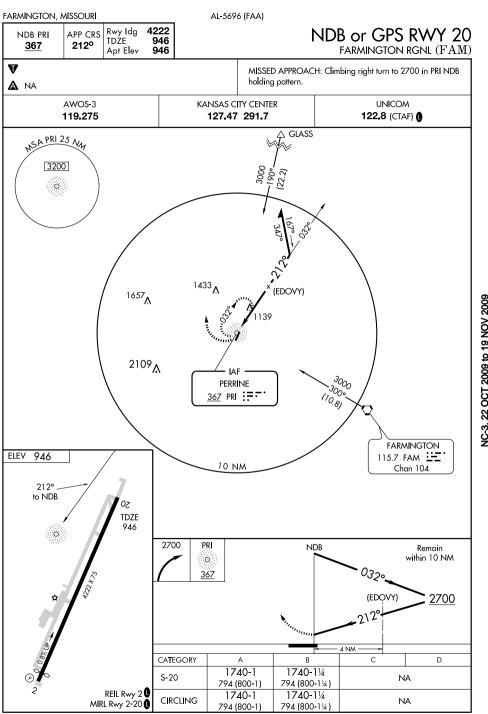


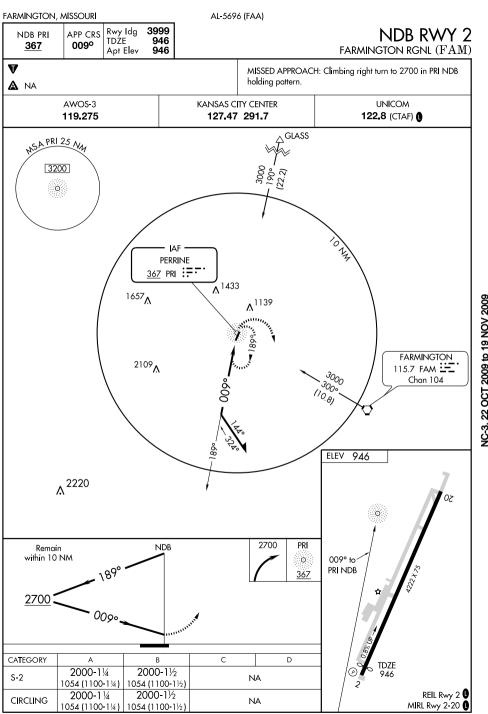
DEXTER, MISSOURI AL-5827 (FAA) WAAS 5000 Rwy Ida RNAV (GPS) RWY 36 APP CRS Ch 50507 TDŹE 298 0020 DEXTER MUNI (DXE) 304 W36A Apt Elev Baro-VNAV NA. DME/DME RNP- 0.3 NA. V MISSED APPROACH: Climb to 2500 Use Poplar Bluff altimeter setting, when not recieved use Cape Girardeau Rgnl altimeter setting and increase all DA 33 feet and LPV visibilities ¼ mile all Cats, direct GENTE and hold. increase all MDA 40 feet and LNAV and Circlina Cats C/D visibility 1/4 mile. POPLAR BLUFF ASOS MEMPHIS CENTER UNICOM 124.225 133.65 292.15 122.8 (CTAF) 0 MISSED APCH FIX **∧** 1058 4 NM **GENTE** ∧⁶²⁵ 546_^ 20 HINTO WINZY **♠** RW36 30 NM to MALTO 399± AC-3 22 OCT 2009 to 19 NOV 2009 2600 2500 WINZY (FAF) MALTO 092° JANIT 272 200 202 (1.8 1068 2500 NoPT 2500 NoPT (IAF) 092° WINŻY (5)(IAF) 0929 **-** 272° (IF/IAF) MALTO GADLE **GADLE** ELEV 304 MIRL Rwy 18-36 0 2500 VO VAL TO GADLE INOPT **GADLE** 2500 **GENTE** 4 NM Holding Pattern JANIT 2500 0020, **RW36** GS 3.00° 2100 TCH 40 5.5 NM 6.1 NM CATEGORY D TDZE 595-1 LPV DA 297 (300-1) 298 36 LNAV/ DA 795-13/4 497 (500-13/4) VNAV 880-13/4 880-11/2 LNAV MDA 880-1 582 (600-1) 002° to 582 (600-11/2) 582 (600-134) RW36 1040-2 1180-23/4 CIRCLING 960-1 656 (700-1) 876 (900-234) 736 (800-2)

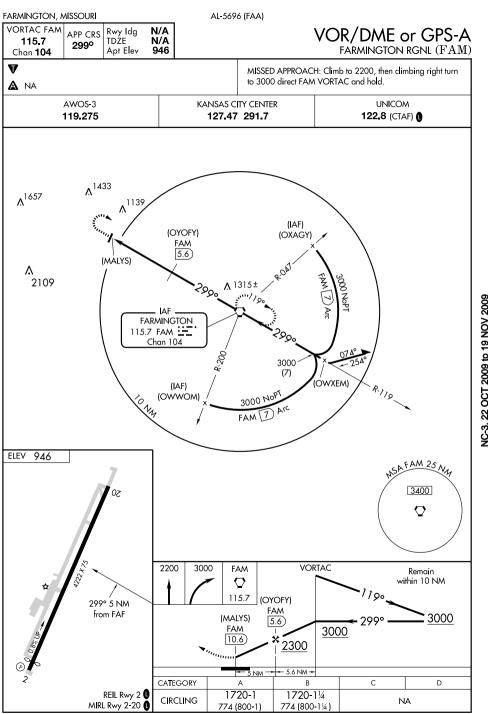


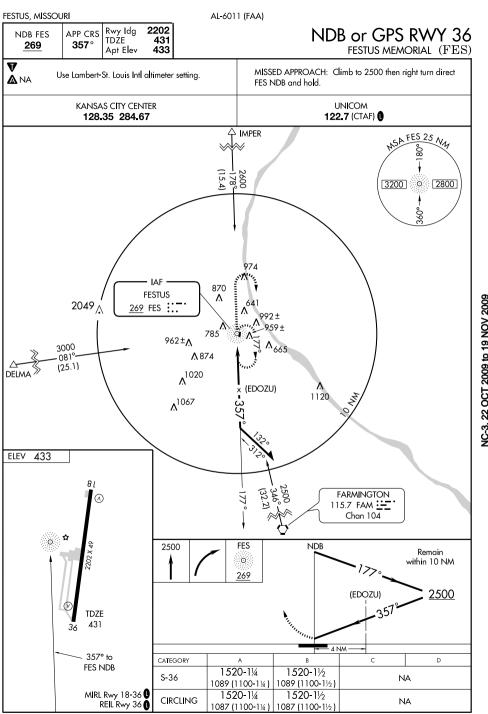


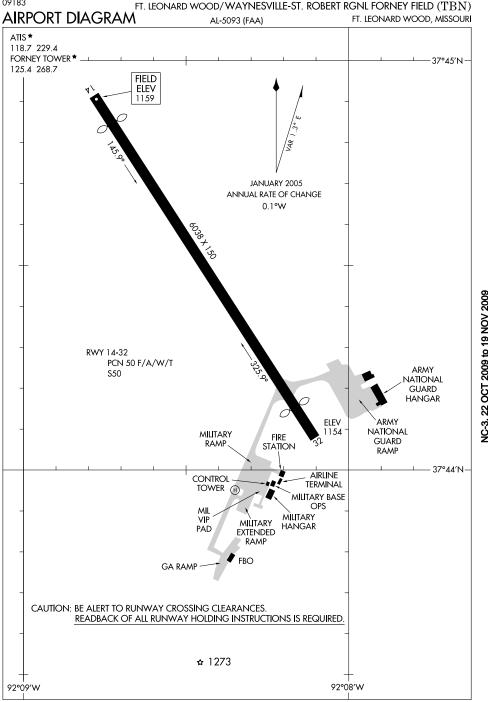


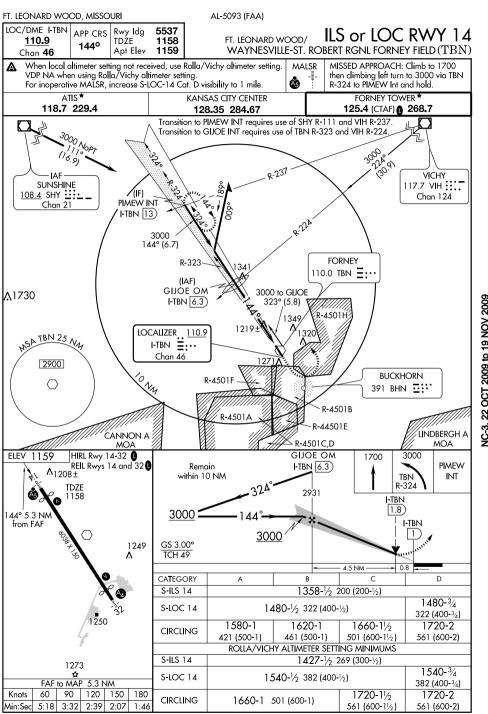


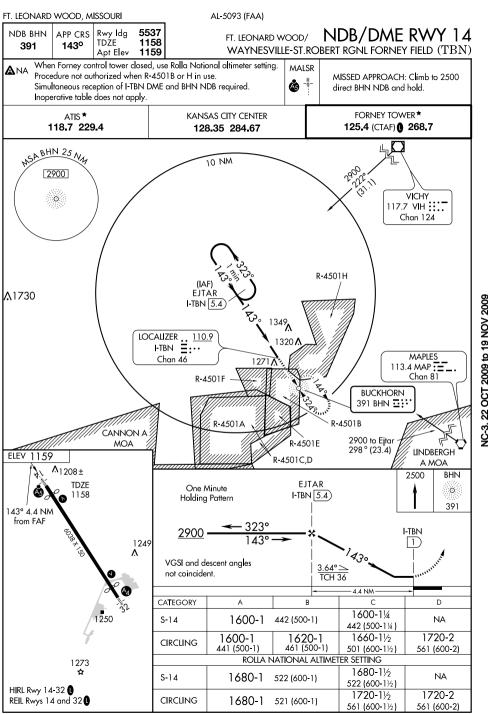


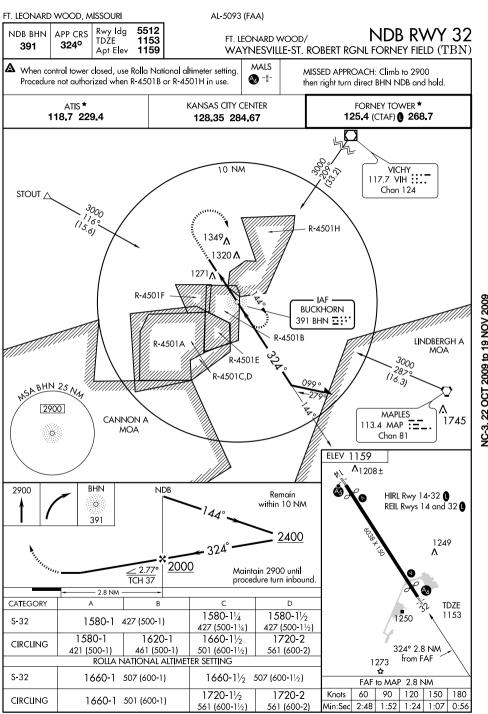


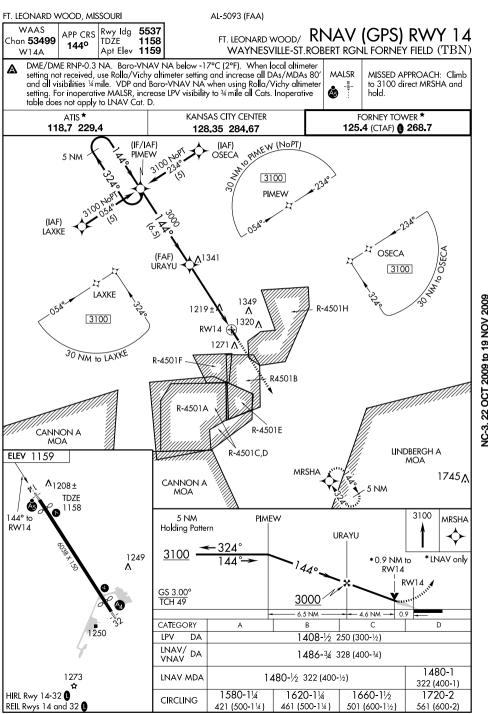


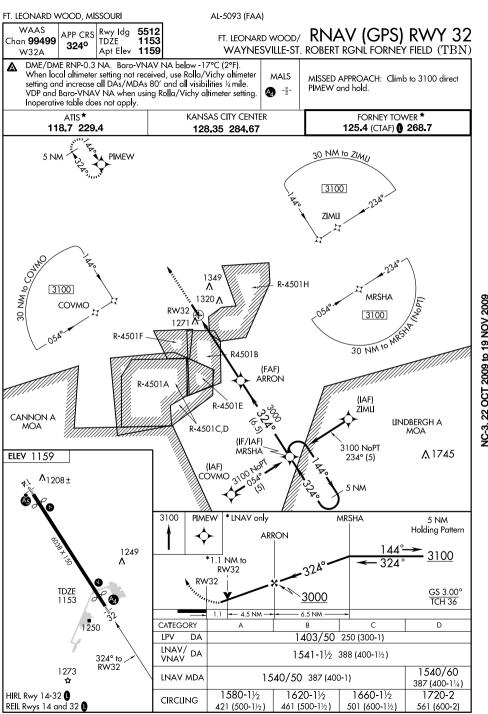


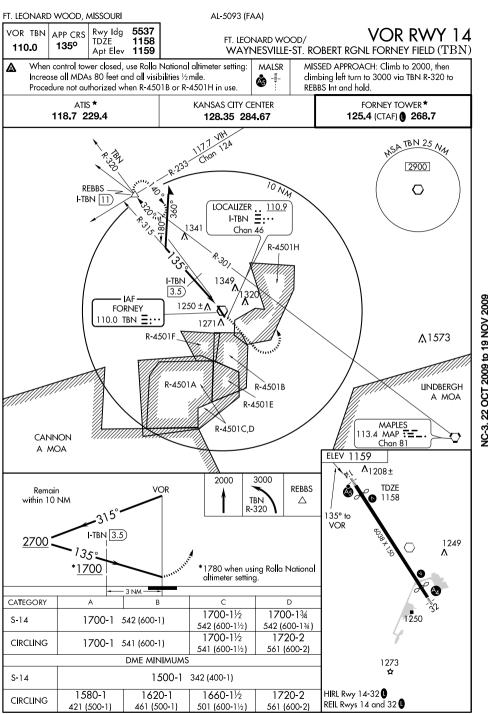


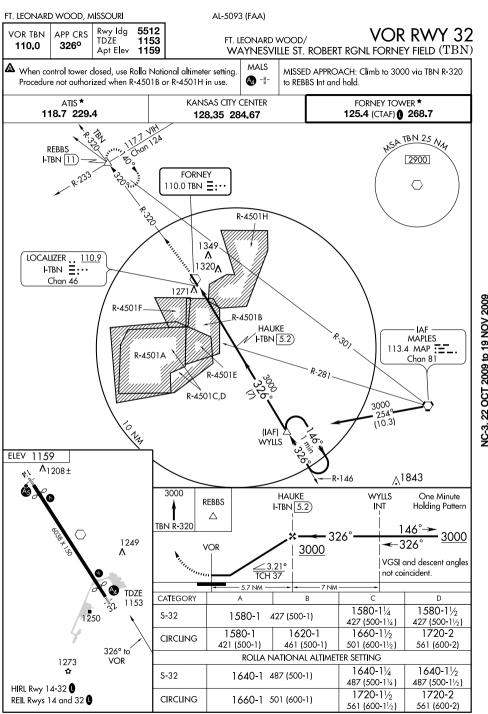


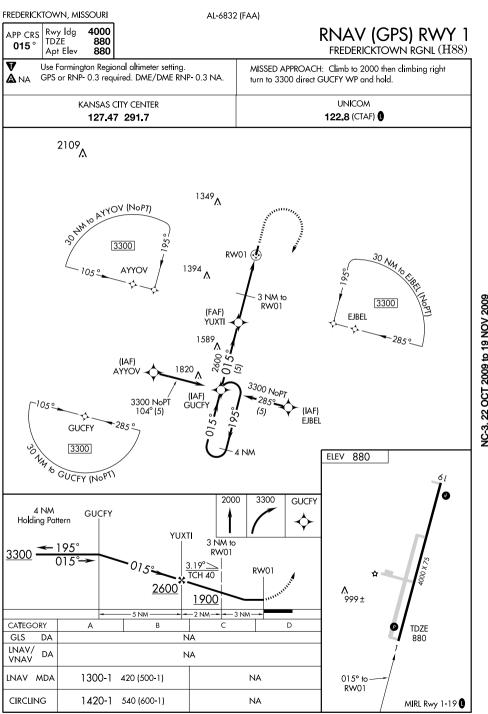


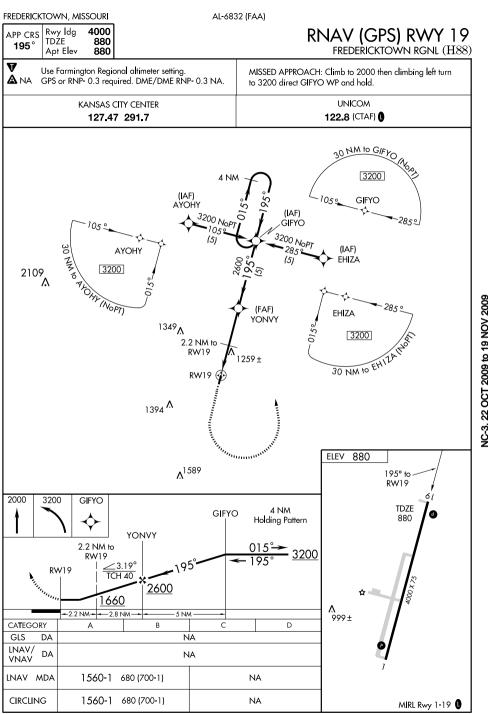


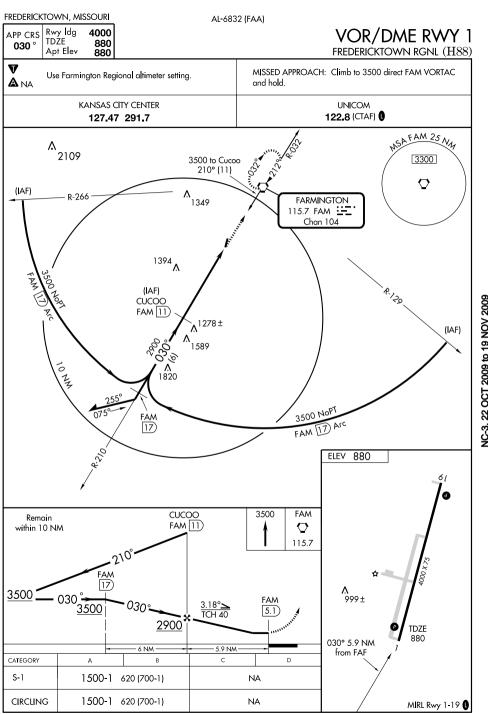


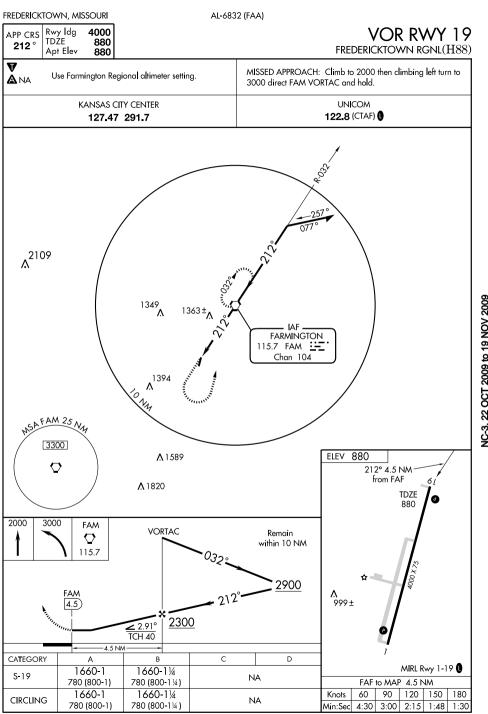


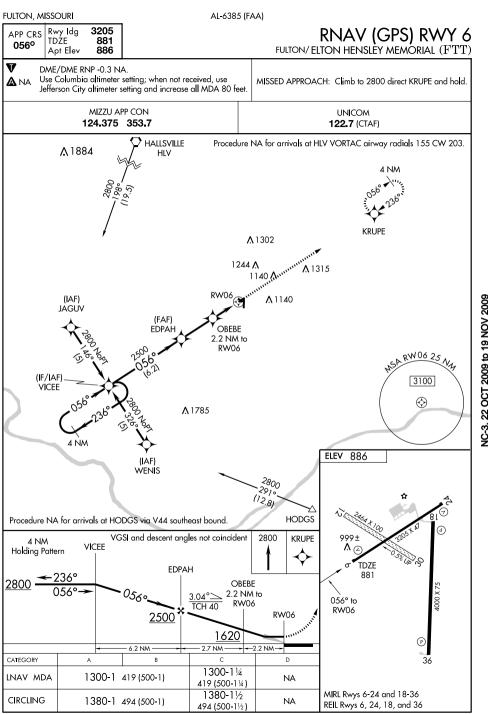


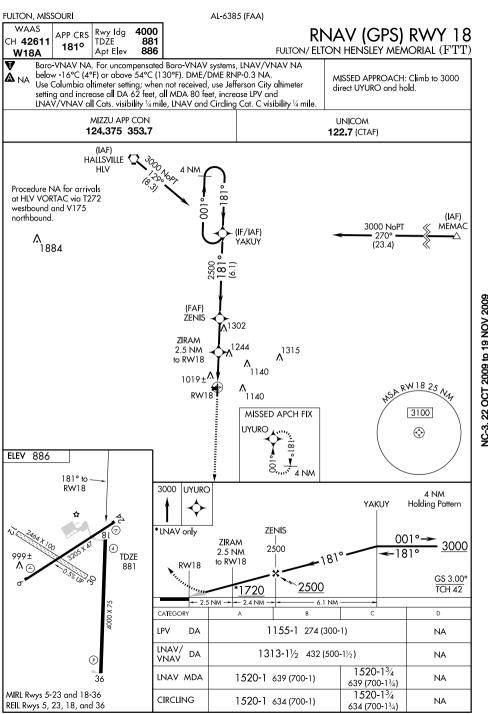






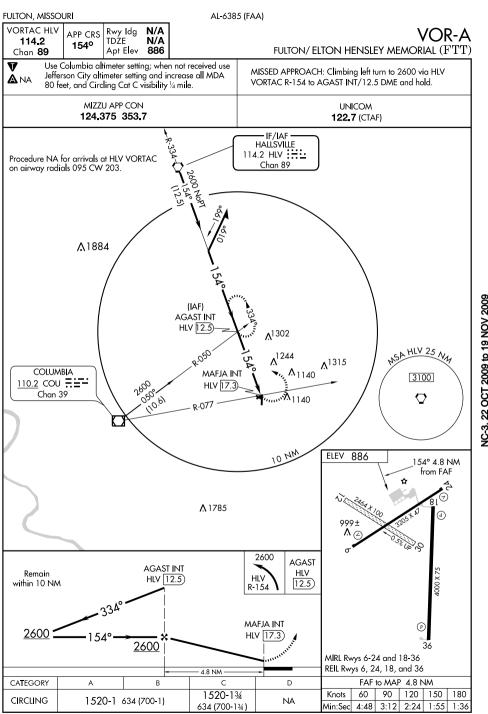


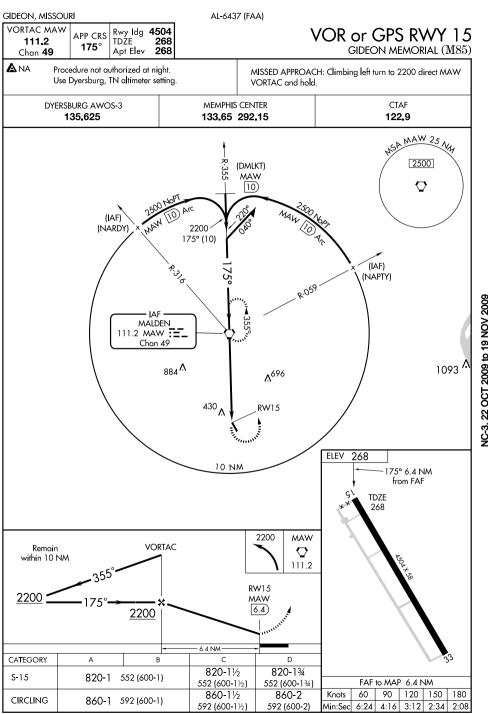


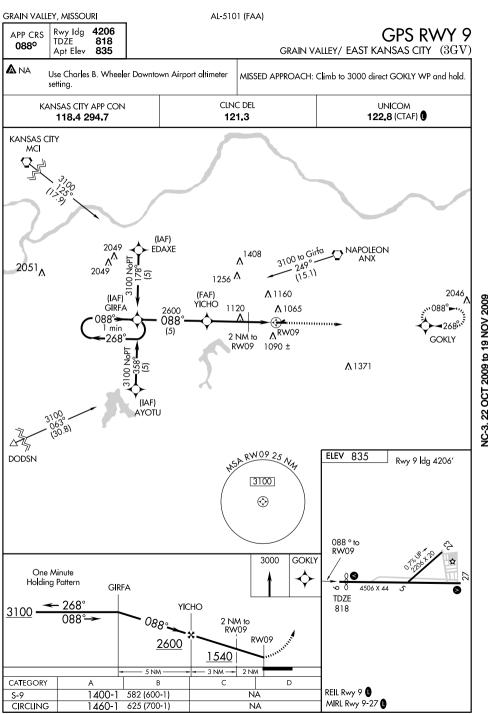


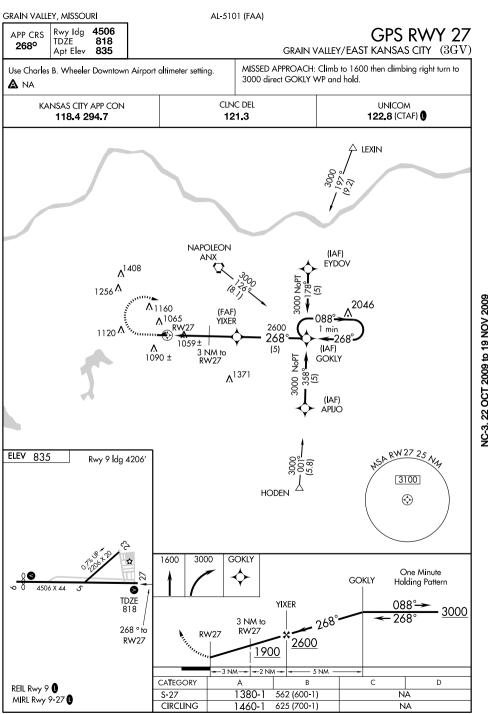
FULTON, MIS	SOURI		AL-6385 (FAA)							
2360 1	Rwy Idg 320 DZE 88 Apt Elev 88	1			RI FULTON/EL	NAV (GPS) RWY 24 TON HENSLEY MEMORIAL (FTT)				
A NA C		meter setting; when not ng and increase all MD,				APPROACH: Climb to 2800 direct LURRE Irn via 145° track to HODGS and hold.				
		U APP CON 375 353.7		UNICOM 122.7 (CTAF)						
HALLS'	`	²⁸ 00 1140 (14)	Procedure NA for arrivals at FTZ VORTAC via V44 and V12 eastbound. Procedure NA for arrivals at HLV VORTAC via V4 and T272 westbound and V175 northwest bound.							
eW.	LURRE ~ 24.25	A ¹³⁰² 1244 A 1 1038±A RW24 112	(FAF) ZANGO	(IAF) YAKUN YAKUN YAKUN YAKUN YAKUN YAKUN YAKUN YAKUN YAKUN YAKUN	10 10 10 10 10 10 10 10 10 10 10 10 10 1	(IF/IAF) - KRUPE (IAF) - KRUPE (IAF) - KRUPE (IAF) - KRUPE (IAF) - KRUPE FORISTELL FTZ				
3	24 25 Nm 1000	785	4 NA	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	APCH FIX	ELEV 886 236° to RW24 TDZE 881				
2800 LURF	RE 145° HC	DDGS ZANGO	KRUPE		4 NM ling Pattern	999± A @ 70,500 + 10 @				
RW24	2.2 NM to RW24	2500 27 NM 6.2	no	-236° SI and de	2800 escent angles	4000 x 75				
CATEGORY	A A	В В	С		D	P				
LNAV MDA	1320	-1 439 (500-1)	1320-1½ 439 (500-1		NA	36				
CIRCLING	1380	-1 494 (500-1)	1380-1½ 494 (500-1)	ź	NA	MIRL Rwys 6-24 and 18-36 REIL Rwys 6, 24, 18, and 36				

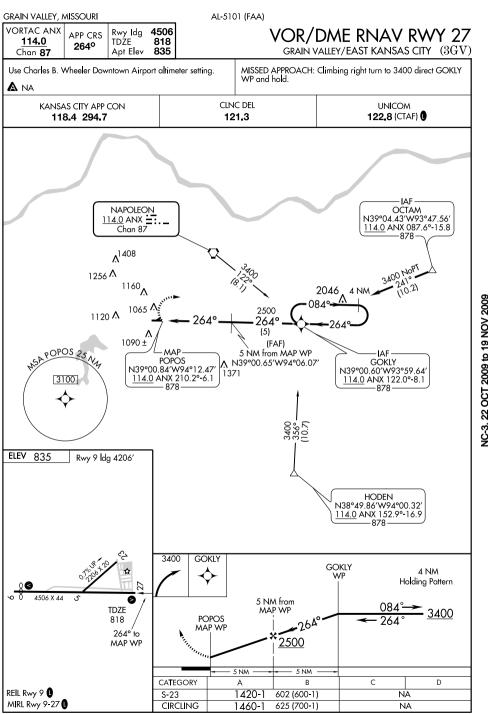
FULTON, MISSOURI AL-6385 (FAA) WAAS Rwy Idg 4000 RNAV (GPS) RWY 36 APP CRS CH 86811 TDŹE 881 0010 FULTON/ELTON HENSLEY MEMORIAL (FTT) 886 Apt Elev W36A Baro-VNAV NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C 77 (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Use Columbia altimeter setting; MISSED APPROACH: Climb to when not received, use Jefferson City altimeter setting and increase all DA 62 feet, all MDA 3000 direct YAKUY and hold. 80 feet, increase LPV and LNAV/VNAV all Cats. and LNAV Cat. C visibility ¼ mile. MIZZU APP CON UNICOM 124.375 353.7 122.7 (CTAF) MISSED APCH FIX 1302 Λ^{1244} 1146± 2.5.3 22 OCT 2009 to 19 NOV 2009 (FAF) WIROM 1785_∧ 15A RW 36 25 Ny Procedure NA for arrivals at HODGS via V44 and V175 southeast bound. 3100 Procedure NA for arrivals (IF/IAF) at BNTON via V178-239 UYURO \Diamond southbound. (IAF) (IAF) BNTON HÖDĞS **ELEV** 886 4 NM MIRL Rwys 5-23 and 18-36 REIL Rwys 5, 23, 18, and 36 3000 YAKUY 4 NM Holding Pattern **UYURO** WIROM 3000 2500 999± 0010 RW36 GS 3.00° TCH 39 2500 6.1 NM 4.9 NM 4000 X 75 С CATEGORY 1155-1 274 (300-1) LPV DA NA LNAV/ 1283-11/2 402 (400-11/2) DA NA TDZE VNAV 881 1280-1 399 (400-1) LNAV MDA NA 001° to 1380-11/2 CIRCLING NA 1380-1 494 (500-1) RW36 494 (500-11/2)



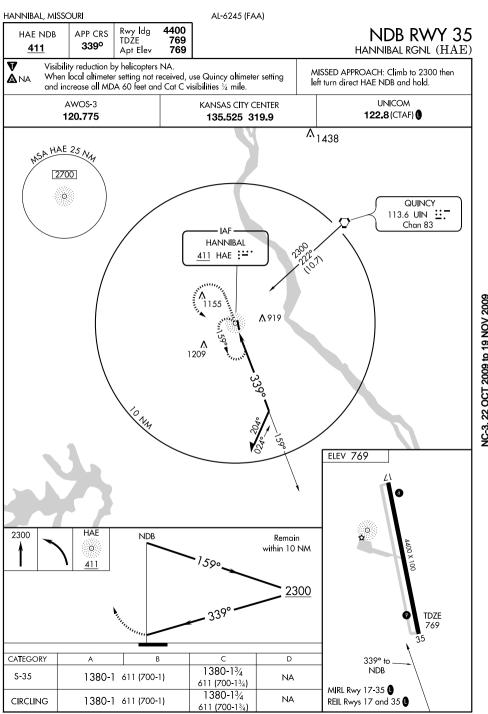


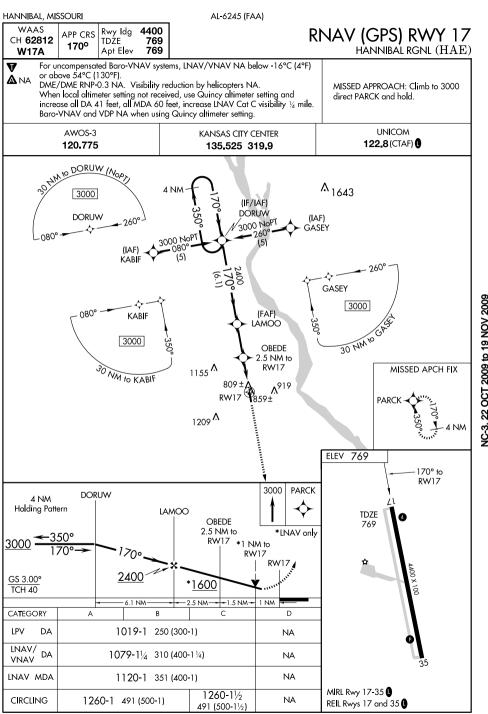


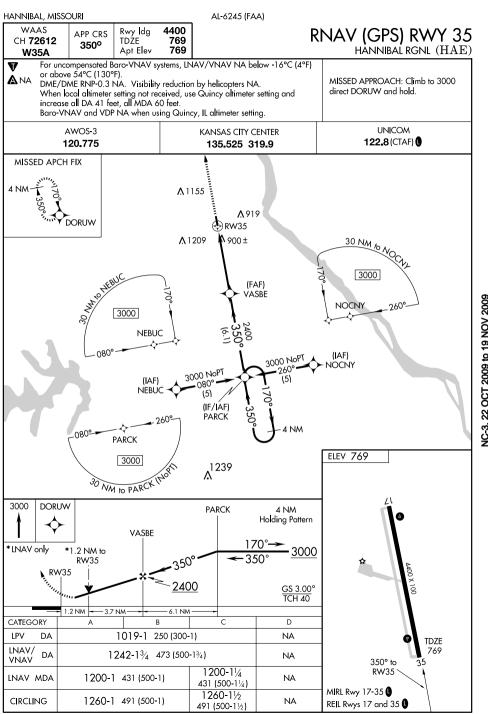


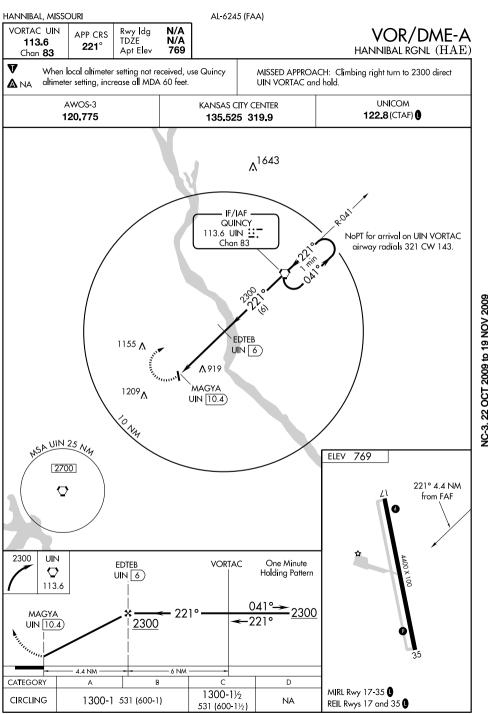


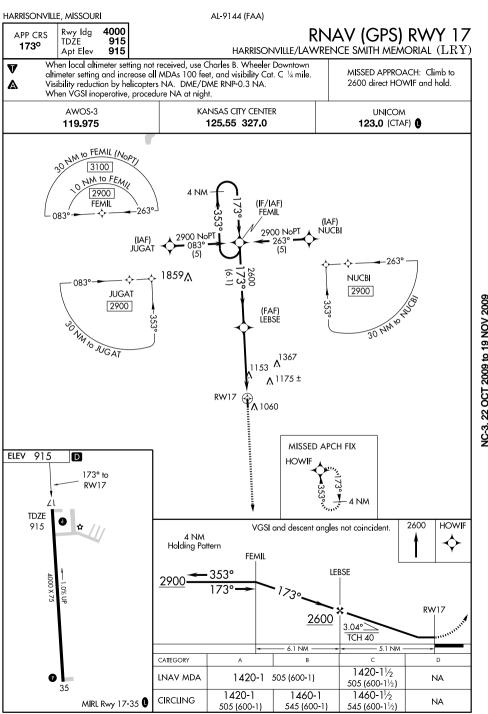
GRAIN VALLEY, MI	SSOURI			AL-5101 (FAA	\)				
VORTAC ANX 114.0 Chan 87	2120	Rwy Idg TDZE Apt Elev	2206 835 835				or GPS AST KANSAS	RWY 23 CITY (3GV)	
Use Charles B. Wh Straight-in minimu									
KANSAS CITY APP CON 118.4 294.7				CLNC DEL 121.3			UNICOM 122.8 (CTAF) (
ELEV 835	Rwy 9 ldg	20 A 106 20 A 106 4206' 6 NM m FAF	EON 1X =: 87	3 A ¹³⁷¹	347°	2046 2046	MSA ANX 2 3100 ▼		
0 € 0 0 4506 X 44 REIL Rwy 9 0	5	27		2900 ANX 114.0 W23 IX 6		* 2700	032°	Remain within 10 NM	
MIRL Rwy 9-27 🗓	144B () "	1		- 6	NM	+ _			
FAF to <i>I</i> Knots 60 90	MAP 6 NM) 120	150 180	S-23	1400-	B -1 565 (600-1	1	C NA	D	
	00 3:00			1400-			NA NA		

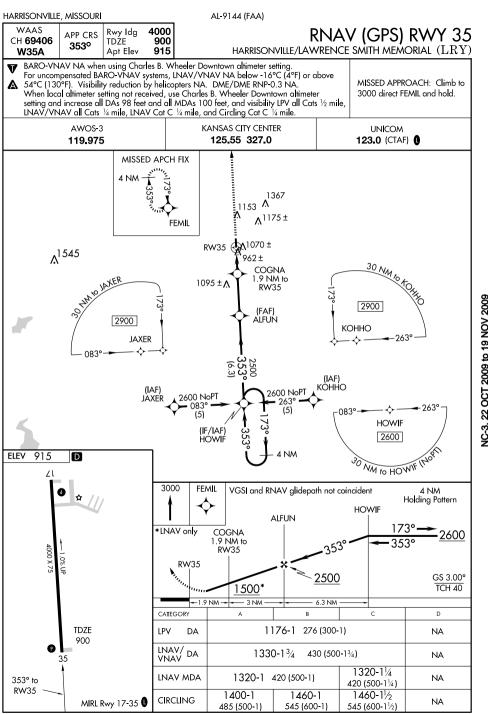


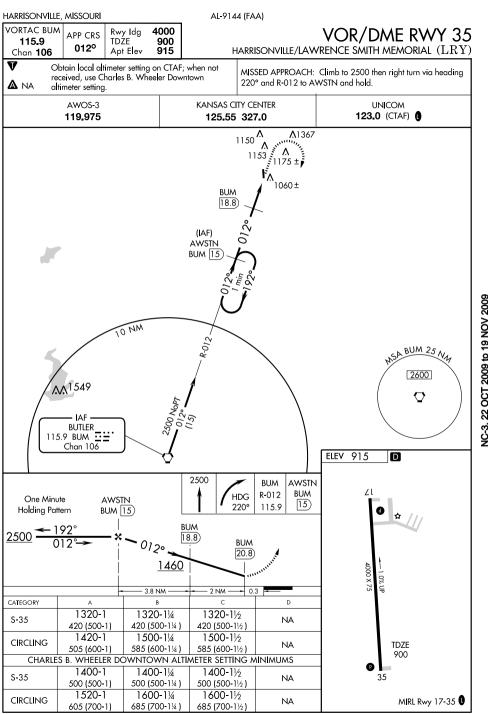


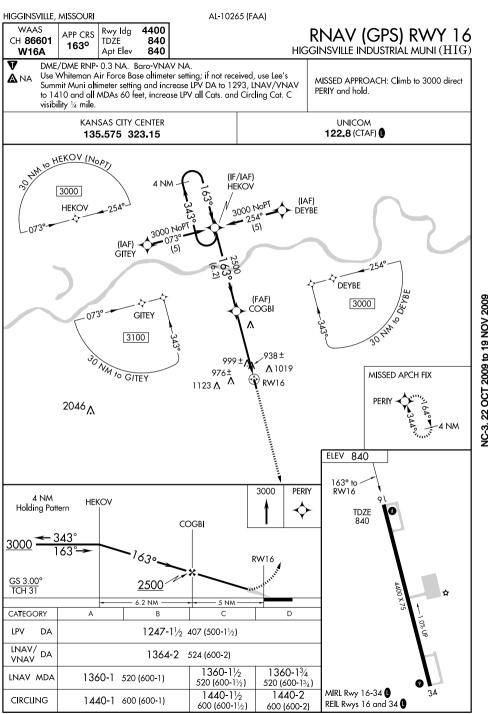


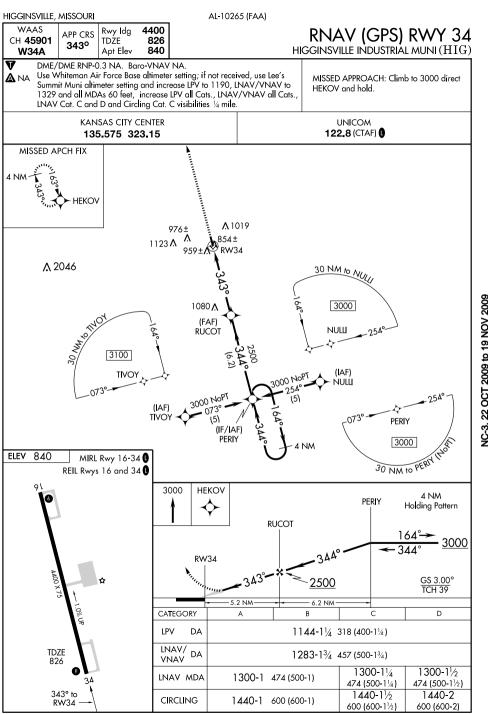


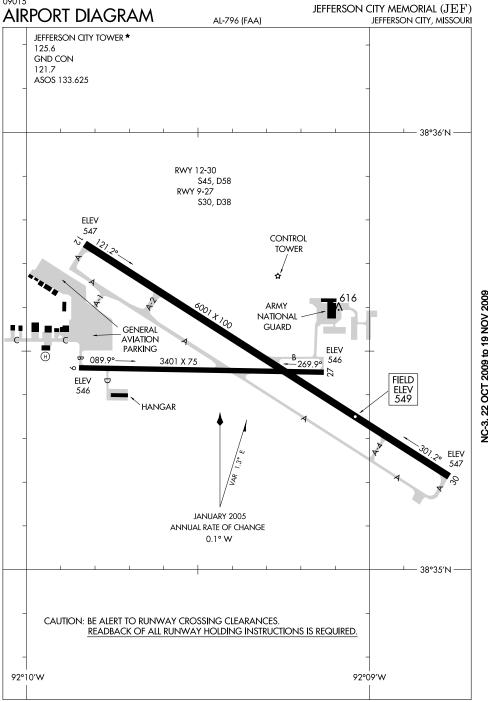


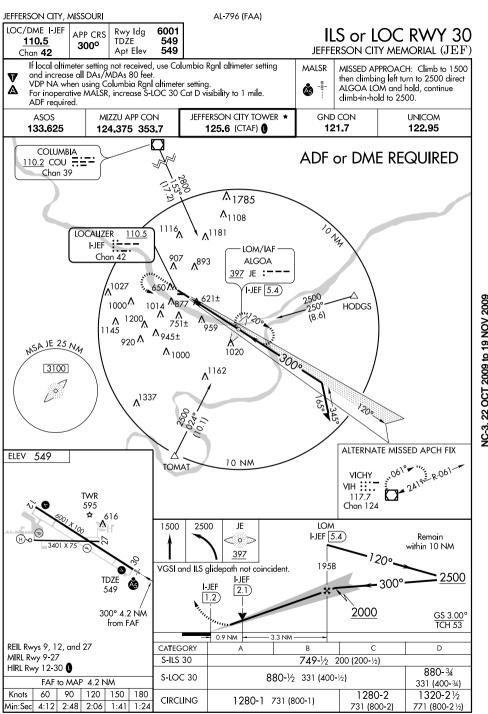


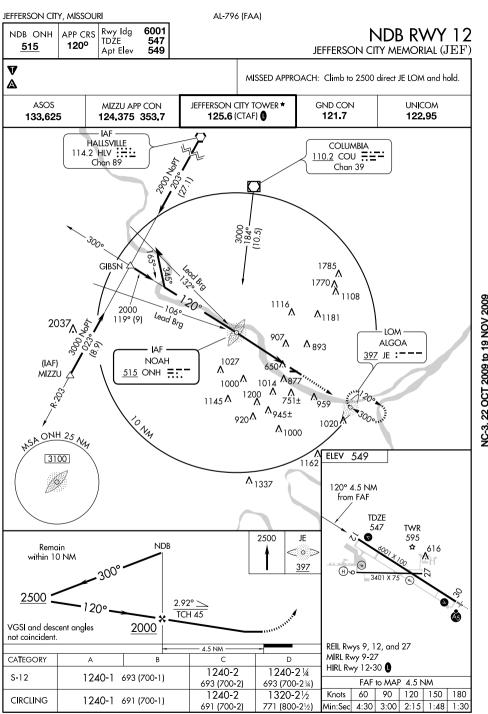


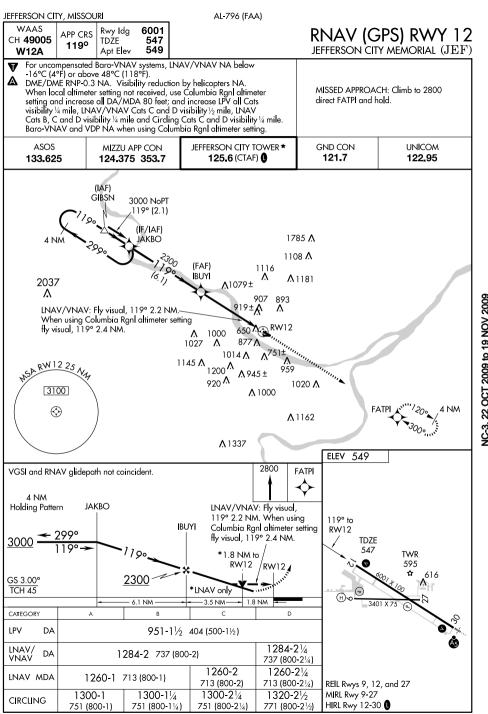


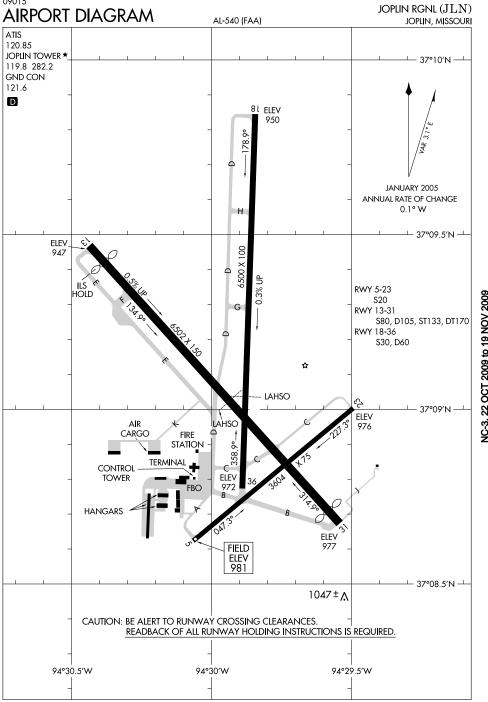


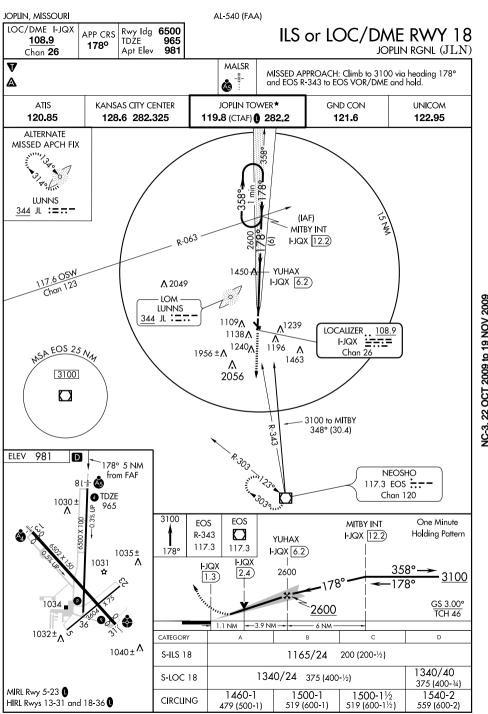


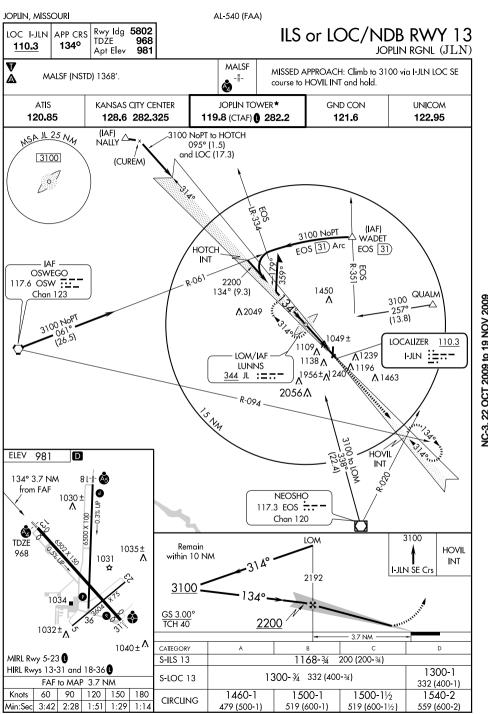


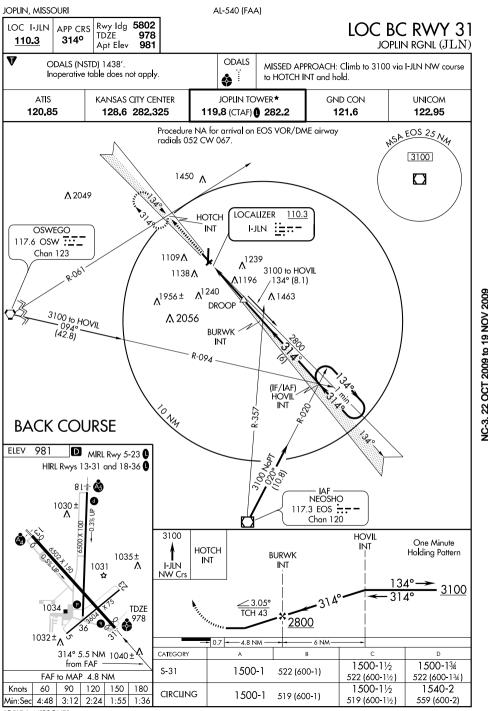


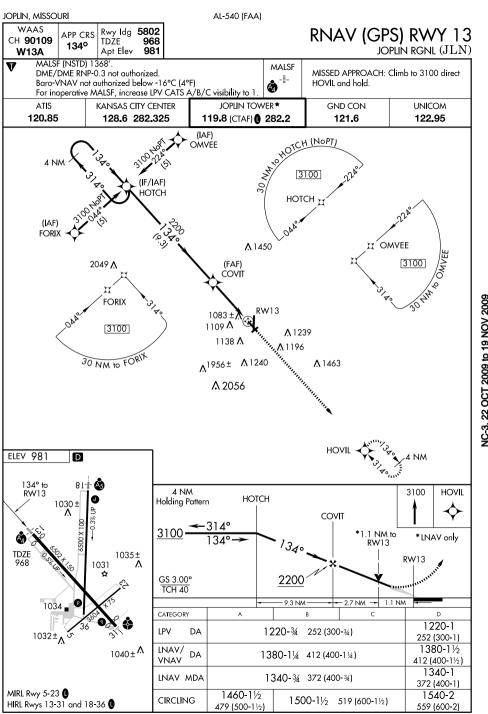


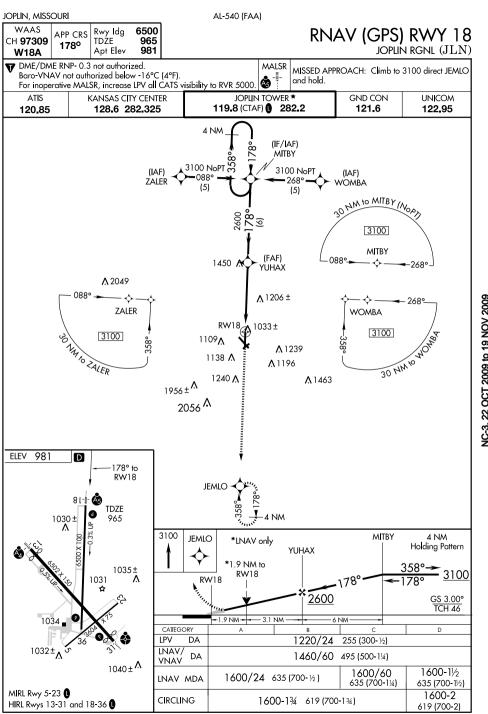


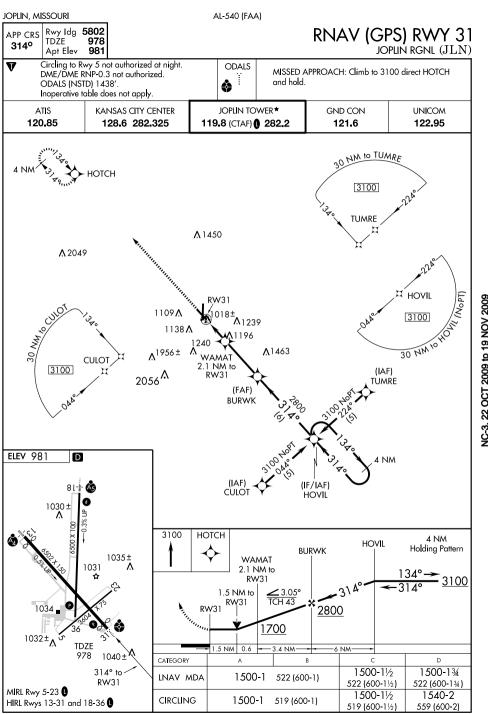


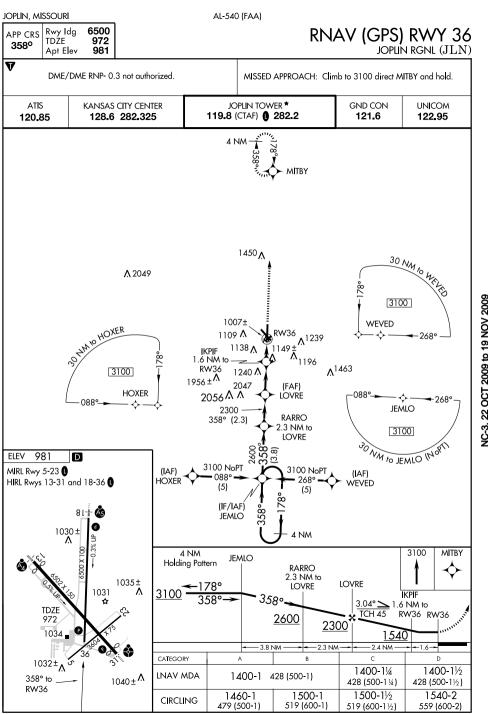


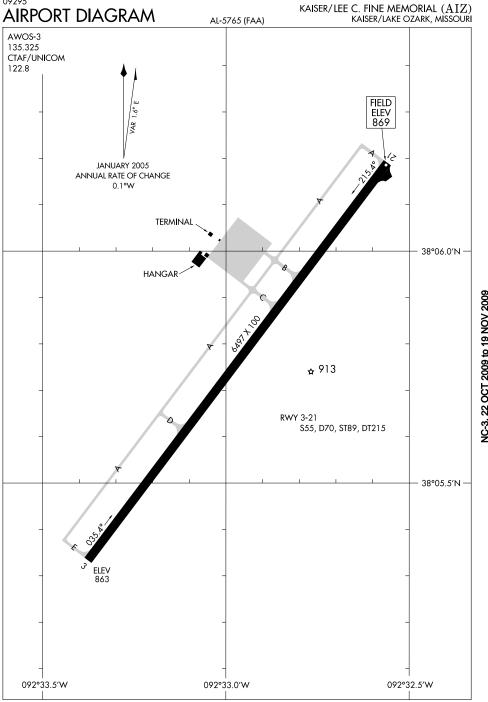


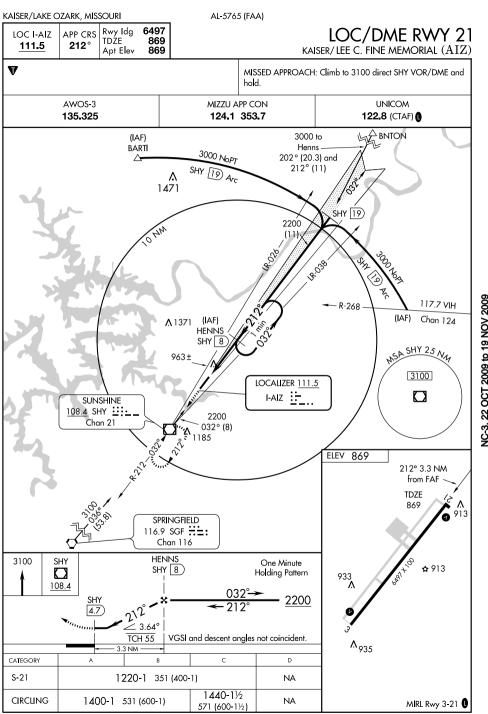


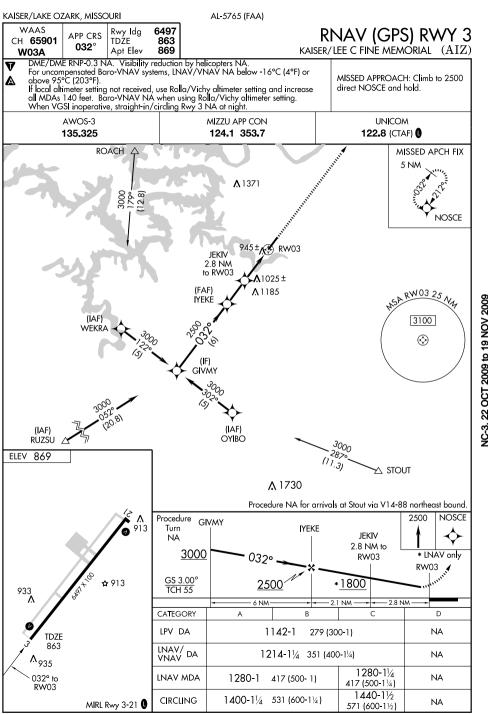












1340-11/4

451 (500-11/4) 1440-11/2

571 (600-11/2)

LNAV MDA

CIRCLING

1340-1

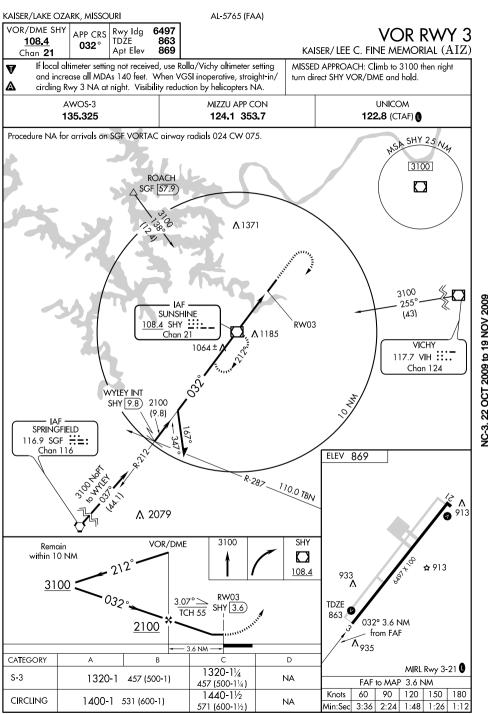
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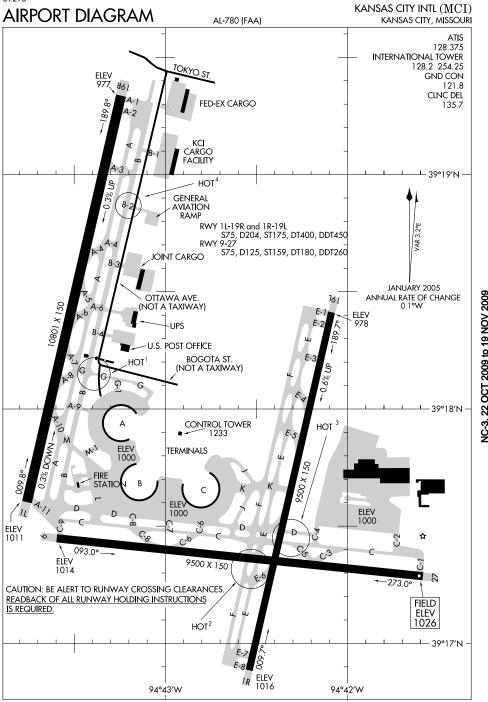
1400-1 531 (600-1)

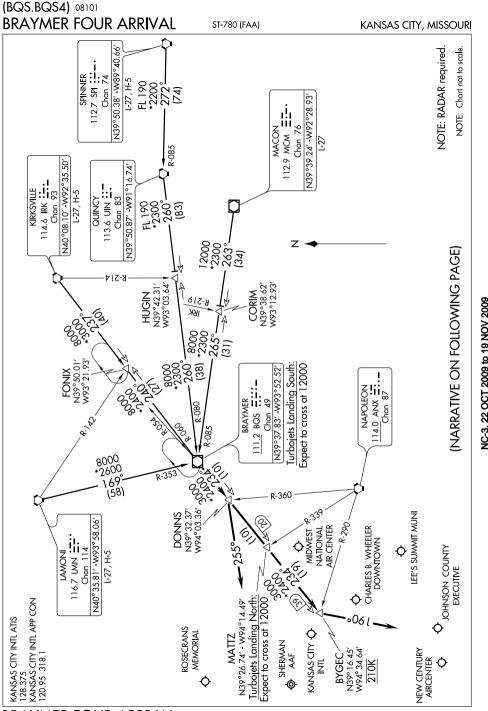
NA

NA

MIRL Rwy 3-21 0







(BQS.BQS4) 08101 BRAYMER FOUR ARRIVAL

ST-780 (FAA)

KANSAS CITY, MISSOURI

ARRIVAL DESCRIPTION

KIRKSVILLE TRANSITION (IRK.BQS4): From over IRK VORTAC via IRK R-237 to FONIX INT, then via BQS R-060 to BQS VOR/DME. Thence. . . .

LAMONI TRANSITION (LMN.BQS4): From over LMN VORTAC via LMN R-169 and BQS R-353 to BQS VOR/DME. Thence. . . .

MACON TRANSITION (MCM.BQS4): From over MCM VOR/DME via MCM R-263 to CORIM INT, then via BQS R-085 to BQS VOR/DME. Thence. . . .

SPINNER TRANSITION (SPI.BQS4): From over SPI VORTAC via SPI R-272 and UIN R-085 to UIN VORTAC, then via UIN R-260 to HUGIN INT, then via BQS R-080 to BQS VOR/DME. Thence. . . .

LANDING KANSAS CITY INTL: Rwys 1L/R: From over BQS VOR/DME via BQS R-234 to BYGEC INT then via

heading 190°. Thence. . . . Rwys 19L/R: From over BQS VOR/DME via BQS R-234 to DONNS INT then via

heading 255°. Thence. . . .

Rwys 9, 27: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

LANDING CHARLES B. WHEELER DOWNTOWN (MKC): Rwys 1,3: From over BQS VOR/DME via BQS R-234 to BYGEC INT then via

heading 190°. Thence. . . .

Rwys 19,21: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

LANDING OLATHE/JOHNSON COUNTY EXECUTIVE (OJC) and OLATHE/NEW CENTURY AIRCENTER (IXD): From over BQS VOR/DME via

BQS R-234 to BYGEC INT then via heading 190°. Thence. . . . ALL OTHER AIRPORTS: From over BQS VOR/DME via BQS R-234 to DONNS

INT. Thence. Expect radar vectors to final approach course.

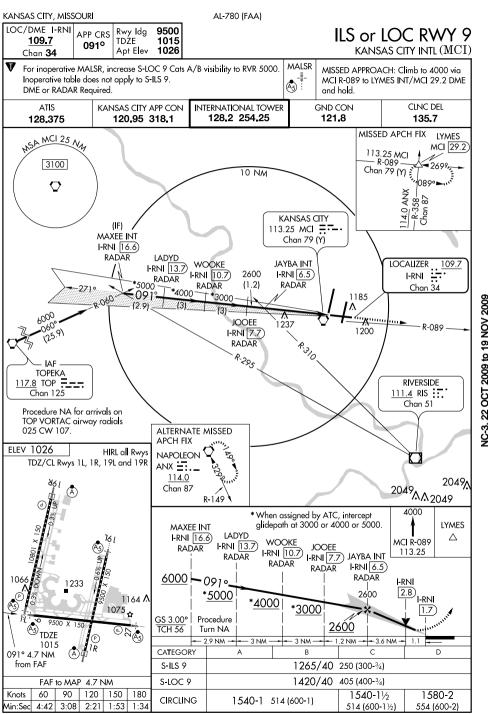
(CHIEF3.MCI) 07298 KANSAS CITY INTL (MCI) CHIFF THRFF DFPARTURE SL-780 (FAA) KANSAS CITY, MISSOURI ATIS 128.375 **CLNC DEL 135.7** KANSAS CITY DEP CON 124.7 284.7 **TONCE** N40°16.94′ W94°37.39′ **JTHRO** PAWNEE CITY N40°00.10′ 112.4 PWE :==" W93°49.99' Chan 71 ⁴0% **JDOGG** N39°57.00' R-085 W94°39.69' R-100. ST. JOSEPH CAYKO 115.5 STJ <u>∺</u>. N39°45.82' Chan 102 W94°08.19' N39°57.63′- W94°55.51′, L-10, H-5 180 0008 *3100 266 (66) KANSAS CITY 113.25 MCI =--Chan 79 (Y) $\triangle \overline{A}$ N39°17.12′- W94°44.22′ CATTS N39°18.19′ W96°09.23' L-10, H-5 NOTE: Chart not to scale. V DEPARTURE ROUTE DESCRIPTION

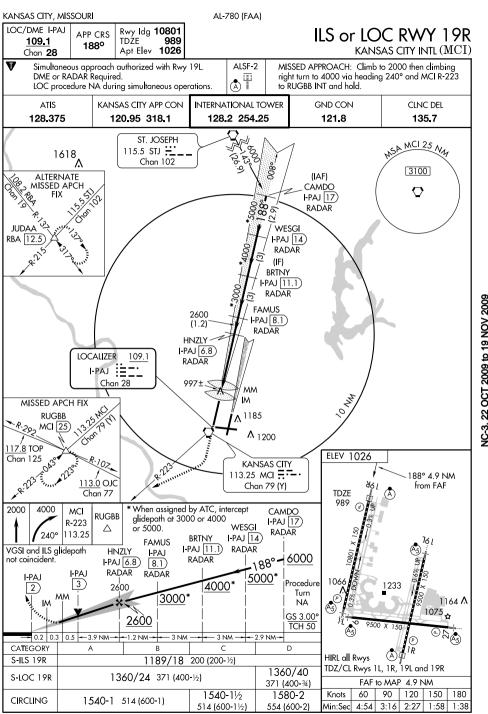
Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

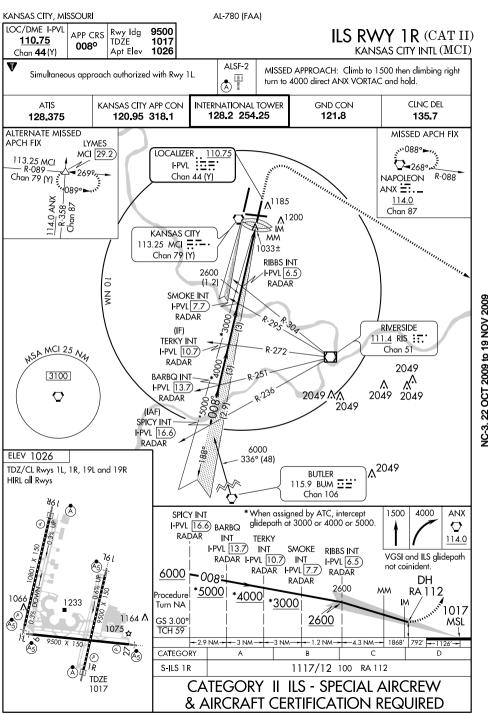
CATTS TRANSITION (CHIEF3.CATTS): From over MCI VORTAC via MCI R-266 to CATTS INT.

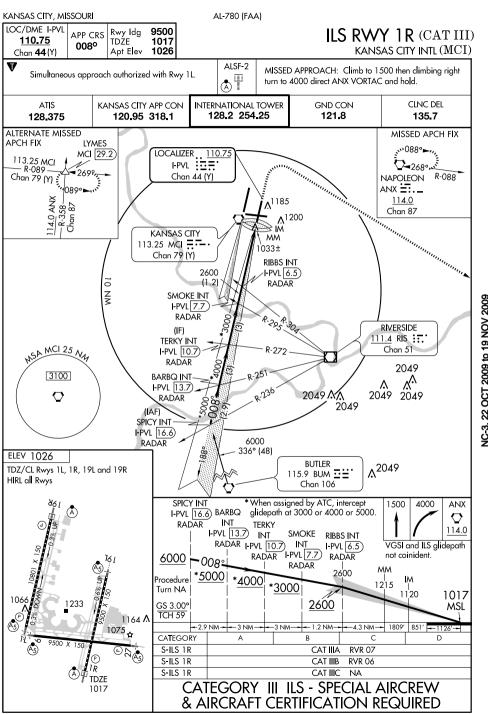
ST. JOSEPH TRANSITION (CHIEF3.STJ): From over MCI VORTAC via MCI R-343 and STJ R-160 to STJ VORTAC.

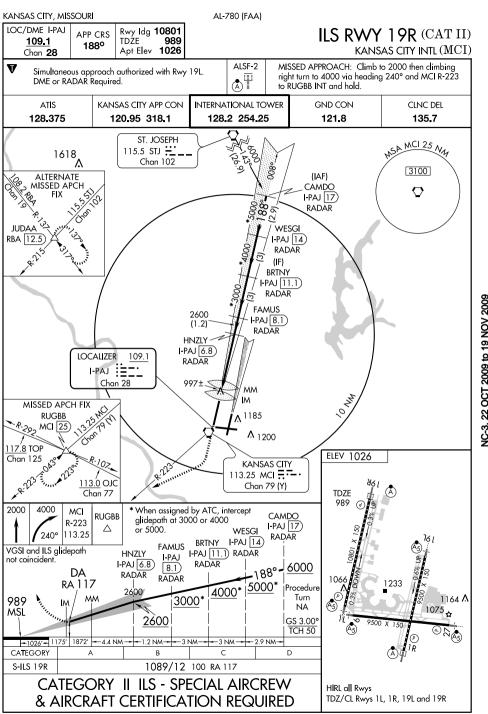
2. 2. 2. OCT 2009 to 19 NOV 2009

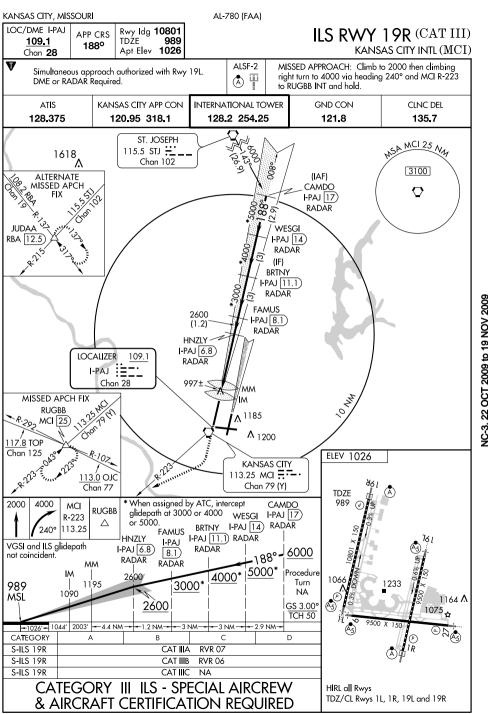


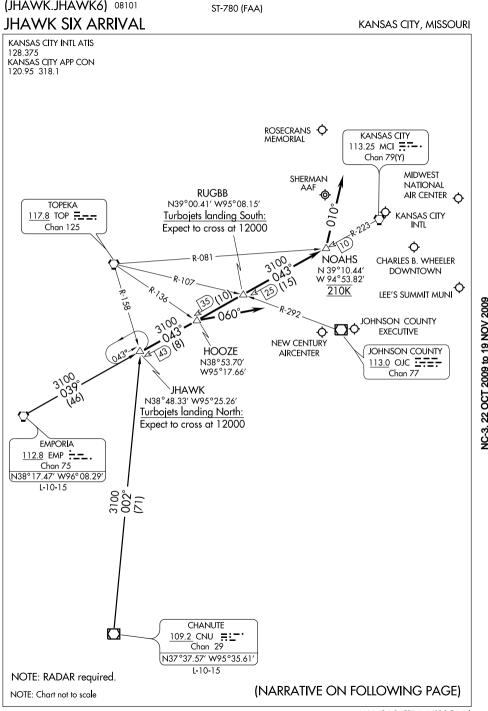












ST-780 (FAA)

KANSAS CITY, MISSOURI

22 OCT 2009 to 19 NOV 2009

ARRIVAL DESCRIPTION

CHANUTE TRANSITION (CNU.JHAWK6): From over CNU VOR/DME via CNU R-002 to IHAWK INT Thence

EMPORIA TRANSITION (EMP.JHAWK6): From over EMP VORTAC via EMP R-039 and MCLR-223 to JHAWK INT. Thence.

LANDING KANSAS CITY INTL (MCI):

Rwys 19L/R: From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence.... Rwys 1L/R: From over JHAWK INT via MCI R-223 to HOOZE INT then via heading

060°. Thence....

Rwys 9, 27: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...

LANDING CHARLES B. WHEELER DOWNTOWN (MKC): Rwys 1, 3: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...

Rwys 19, 21: From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence...

LANDING ST. JOSEPH/ROSECRANS MEMORIAL (STJ) AND SHERMAN AAF (FLV):

From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence

ALL OTHER AIRPORTS: From over JHAWK INT via MCI R-223 to HOOZE INT.

Thence...

....Expect radar vectors to final approach course.

(LAKES5.MCI) 09295 KANSAS CITY INTL (MCI) **IAKES FIVE DEPARTURE** SL-780 (FAA) KANSAS CITY, MISSOURI ATIS 128 375 **CLNC DEL 135.7** KANSAS CITY DEP CON 123.95 318.1 SPINNER 112.7 SPI MACON Chan 74 112.9 MCM **Ξ** <u>-</u> N39 °50.38′ W89 °40.66′ Chan 76 L-27, H-5 KANSAS CITY 113.25 MCI =--8000 Chan 79 (Y) *2400 R-265 N39°17.12′ W94°44.22′ 085 (82) 15000 []80 *2800 **TWAIN** 075 N39°40.34' W91°26.59' (155) H-5 2600 ROZ 3100 *3000 V12 3100 088°-*2600 (60) 1090 **FRANC** (32) N39°00.50' W92°51.02′ NAPOLEON 114.0 ANX =:. Chan 87 COLUMBIA ST. LOUIS N39°05.73′ W94°07.73′ 110.2 COU ... 117.4 STL 🚻 .. Chan 121 N38°48.65′ W92°13.10′ 1-27 TAKE-OFF MINIMUMS Rwy 1L, 1R, 9, 19R, 19L, 27: Standard. TAKE-OFF OBSTACLE NOTES Rwy 1R: Tree 1653' from DER, 661' left of centerline, 60' AGL/1019' MSL. Rwy 9: Tree 4544' from DER, 638' right of centerline, 100' AGL/1159' MSL. Rwy 27: Trees beginning 1066' from DER, across centerline, up to 86' AGL/1095' MSL. NOTE: Chart not to scale NOTE: RADAR required. NOTE: DME required for TWAIN and SPINNER transitions. V DEPARTURE ROUTE DESCRIPTION Expect vectors to appropriate route. Expect filed altitude 10 minutes after departure. COLUMBIA TRANSITION (LAKES5.COU): From over MCI VORTAC via MCI R-107 and ANX R-285 to ANX VORTAC, then via ANX R-088 to FRANC INT, then via COU R-289 to COU VOR/DME. SPINNER TRANSITION (LAKES5.SPI): From over MCI VORTAC via MCI R-075 and SPI R-265 to TWAIN INT, then via SPI R-265 to SPI VORTAC.

TWAIN TRANSITION (LAKES5.TWAIN): From over MCI VORTAC via MCI R-075 and

SPI R-265 to TWAIN INT.

2. 2. 2. OCT 2009 to 19 NOV 2009

(RACER3.MCI) 07298 RACER THREE DEPARTURE

KANSAS CITY INTL (MCI) KANSAS CITY, MISSOURI

SL-780 (FAA)

ATIS 128.375

CLNC DEL 135.7 KANSAS CITY DEP CON

123.95 318.1 (BUTLER/SPRINGFIELD TRANSITION) 124.7 284.7 (DOSOA TRANSITION) KANSAS CITY 113.25 MCI **Ξ.-**-Chan 79 (Y) N39°17.12′ W94°44.22 3100 164 (62) 86.66 BUTLER 115.9 BUM **ΞΞ** Chan 106 N38° 16.33′ W94° 29.29′ R-252 L-10-16, H-5 DOSOA⁴ N38° 10.24′ W95°07.61' H-5 SPRINGFIELD 116.9 SGF ∷=: Chan 116 N37°21.36′ W93°20.04′ L-16, H-5

V

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

BUTLER TRANSITION (RACER3.BUM): From over MCI VORTAC via MCI R-164 and

BUM R-342 to BUM VORTAC.

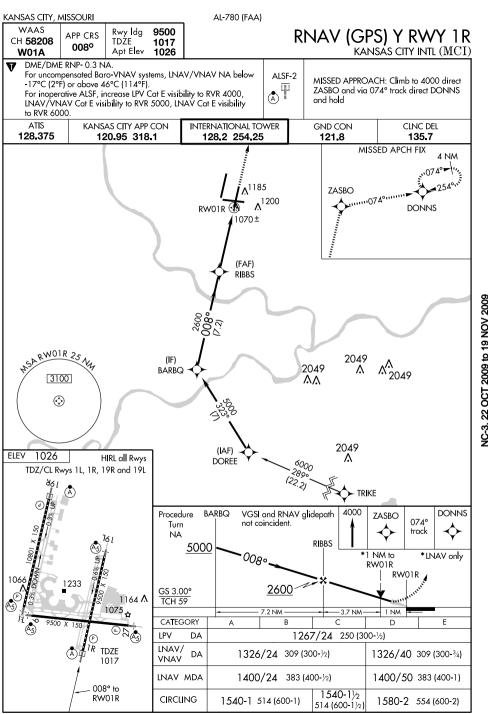
DOSOA TRANSITION (RACER3.DOSOA): From over MCI VORTAC via MCI R-190

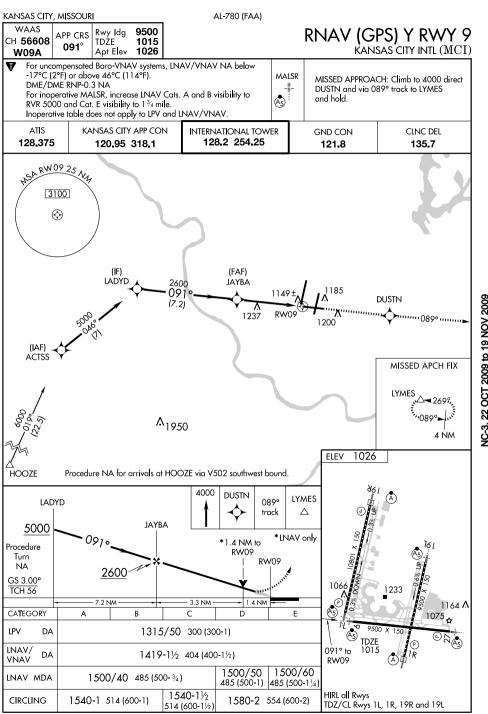
to DOSOA INT.

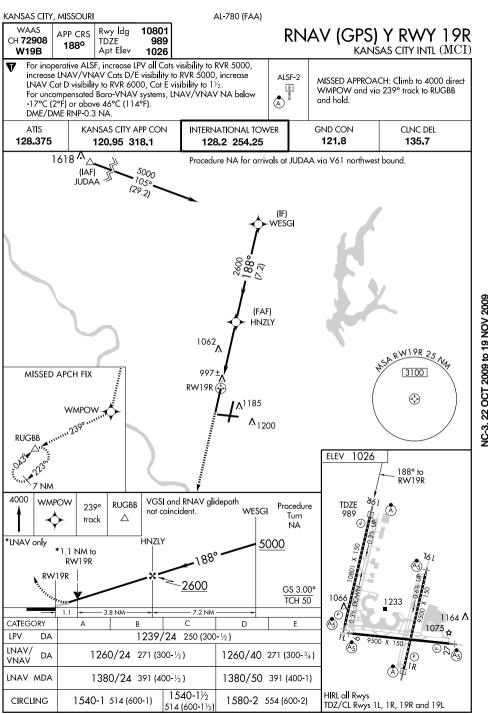
NOTE: Chart not to scale

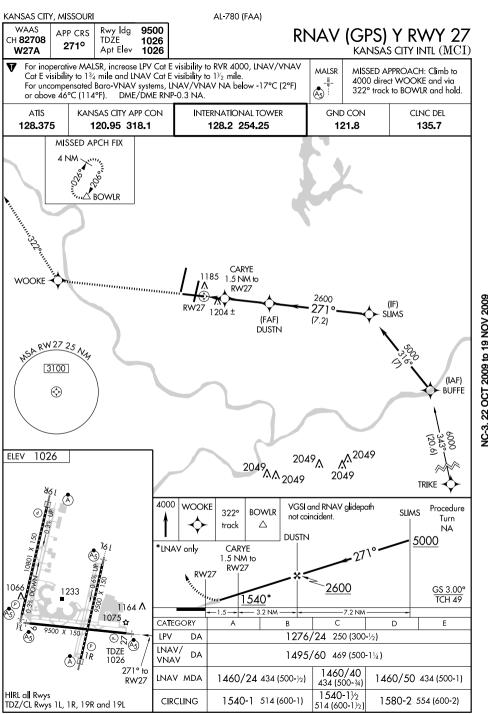
SPRINGFIELD TRANSITION (RACER3.SGF): From over MCI VORTAC via MCI

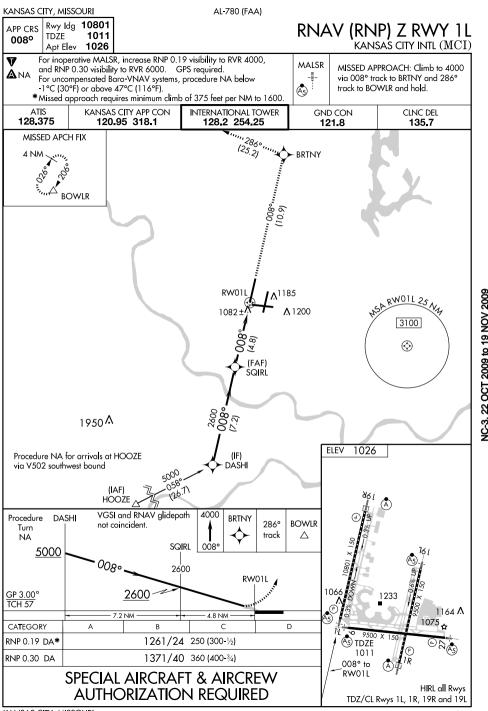
R-164 and BUM R-342 to BUM VORTAC, then via BUM R-128 and SGF R-311 to SGF VORTAC.

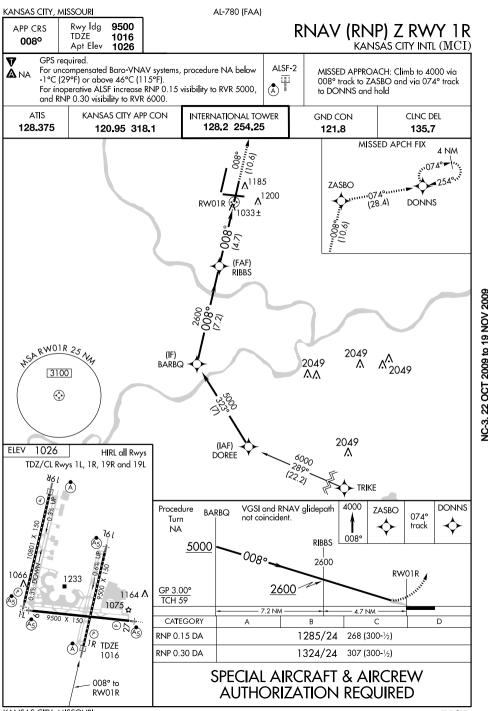


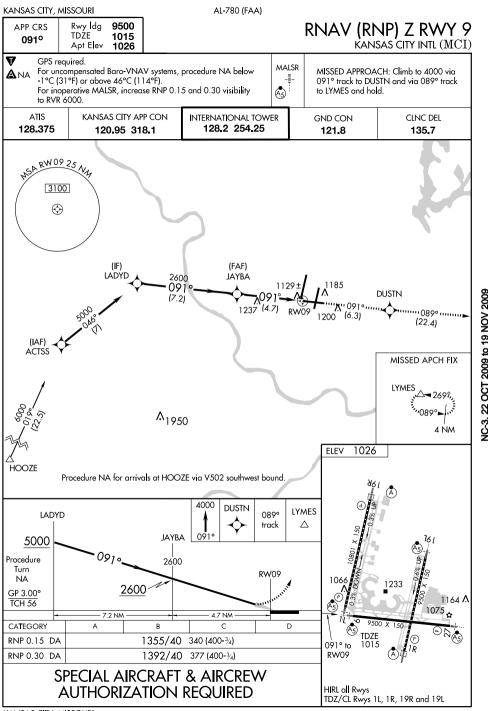


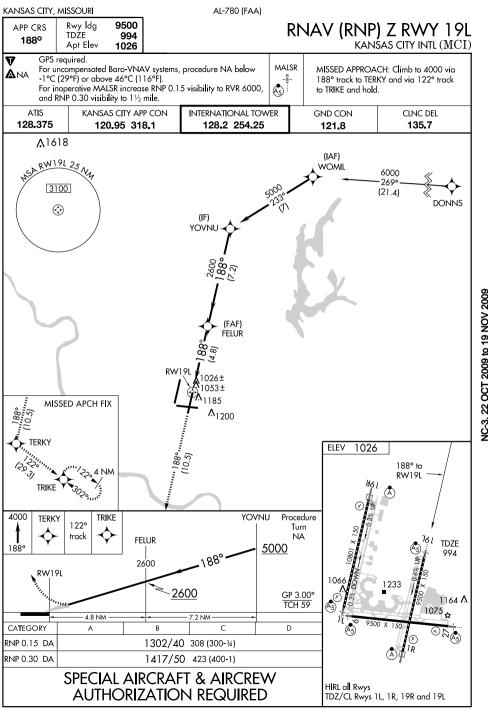


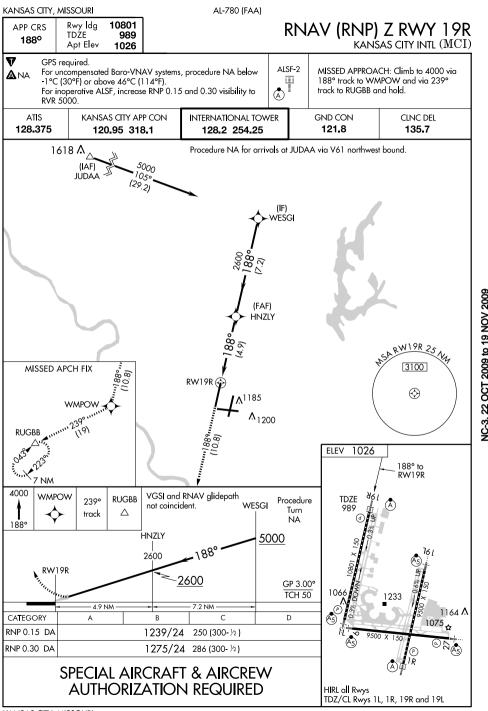


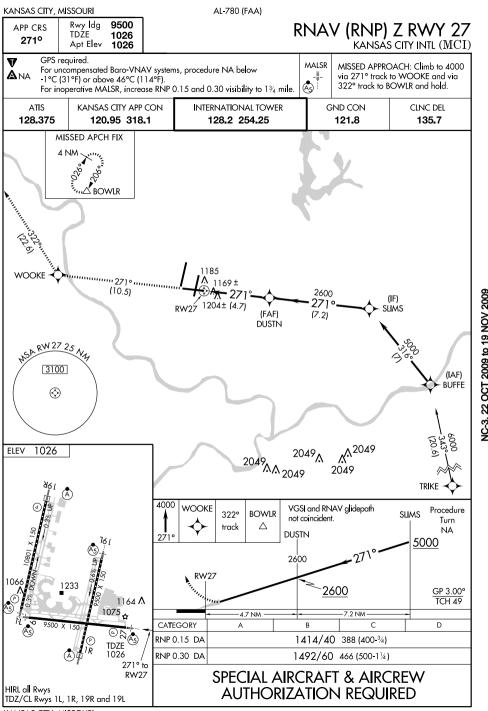


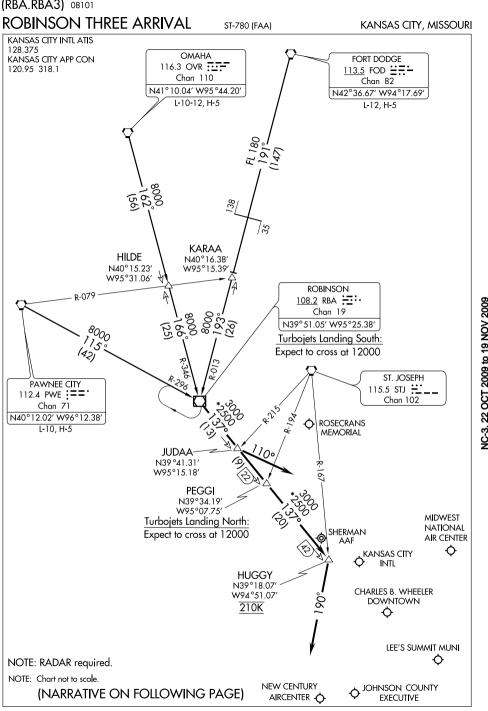












ARRIVAL DESCRIPTION

FORT DODGE TRANSITION (FOD.RBA3): From over FOD VORTAC via FOD R-191 and RBA R-013 to RBA VOR/DME. Thence. . . .

OMAHA TRANSITION (OVR.RBA3): From over OVR VORTAC via OVR R-162 and

RBA R-346 to RBA VOR/DME. Thence. . . .
PAWNEE CITY TRANSITION (PWE.RBA3): From over PWE VORTAC via PWE R-115

and RBA R-296 to RBA VOR/DME. Thence. . . .

LANDING KANSAS CITY INTL:

Rwys 1L/R: From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence....

Rwys 19L/R: From over RBA VOR/DME via RBA R-137 to JUDAA INT then via heading 110°. Thence....

Rwys 9, 27: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

LANDING CHARLES B. WHEELER DOWNTOWN (MKC): Rwys 1, 3: From over RBA VOR/DME via RBA R-137 to HUGGY INT then via

heading 190°. Thence...

Rwys 19, 21: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

LANDING OLATHE/JOHNSON COUNTY EXECUTIVE (OJC) and OLATHE/ NEW

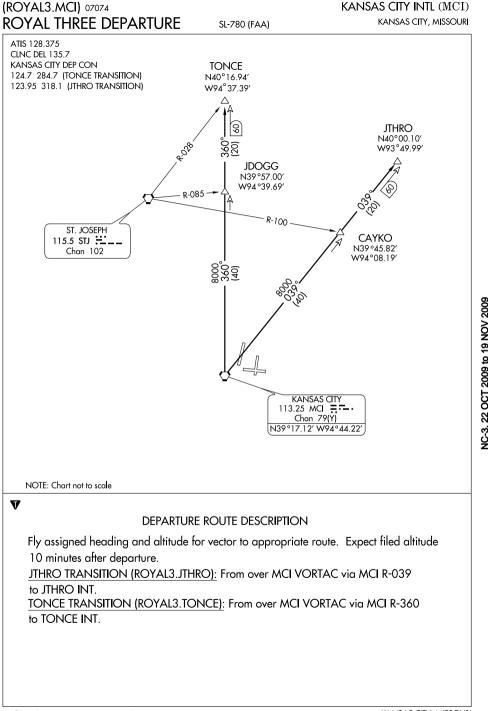
CENTURY AIRCENTER (IXD): From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence...

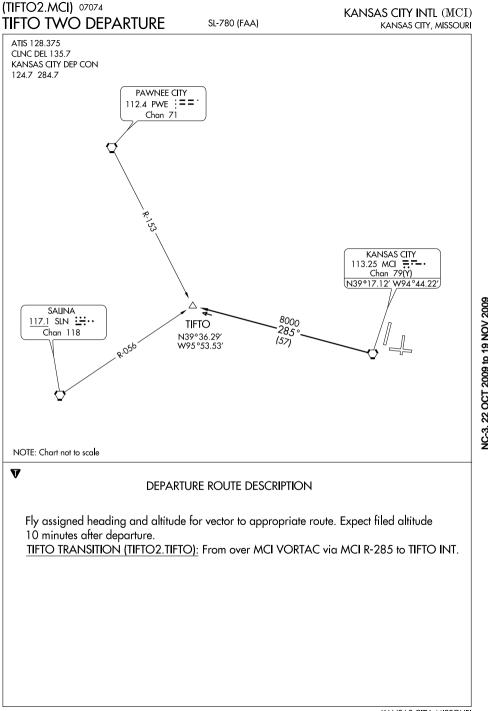
ALL OTHER AIRPORTS: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

Inence...

.... Expect radar vector to final approach course.

1





(TYGER.TYGER6) 08101 TYGER SIX ARRIVAL KANSAS CITY, MISSOURI ST-780 (FAA) KANSAS CITY INTLATIS 128.375 KANSAS CITY INTL APP CON **ROSECRANS** 120 95 318 1 MEMORIAL Ò KANSAS CITY 113.25 MCI = --Chan 79(Y) SHERMAN MIDWEST NATIONAL AIR CENTER AAF KANSAS CITY SLABB INTL N39°10.26′ W94°36.71′ 210K NAPOLEON CHARLES B. WHEELER R-275 -114.0 ANX ::.. DOWNTOWN LEE'S SUMMIT _____ Chan 87 MUNI **NEW CENTURY AIRCENTER** TRIKE N38° 50.41′ Ò JOHNSON COUNTY W94° 15.14′ **EXECUTIVE TYGER** MOŔAY N38°41.00′ - W94°05.02′ N38° 57.29′ - W94° 22.59′ Turbojets Landing North: Turbojets Landing South: Expect to cross at 12000 Expect to cross at 12000 BUTLER **KRAZO** 115.9 BUM <u>-</u> R-098 N38°07.10′ Chan 106 W93°45.65' SPRINGFIELD 116.9 SGF **∷**±: Chan 116 N37°21.36′ W93°20.04′ L-16, H-5 NOTE: RADAR required NOTE: Chart not to scale. (NARRATIVE ON FOLLOWING PAGE)

C-3 22 OCT 2009 to 19 NOV 2009

(TYGER.TYGER6) 08101 TYGER SIX ARRIVAL KANSAS CITY, MISSOURI ST-780 (FAA) ARRIVAL DESCRIPTION SPRINGFIELD TRANSITION (SGF.TYGER6): From over SGF VORTAC via SGF R-332 to TYGER INT Thence LANDING KANSAS CITY INTL (MCI): Rwys 19L/R: From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence Rwys 1L/R: From over TYGER INT via MCI R-135 to TRIKE INT then via heading 290°. Thence. . . . Rwys 9, 27: From over TYGER INT via MCI R-135 to TRIKE INT. Thence. . . . LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1, 3: From over TYGER INT via MCI R-135 to TRIKE INT. Thence... Rwys 19, 21: From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence...

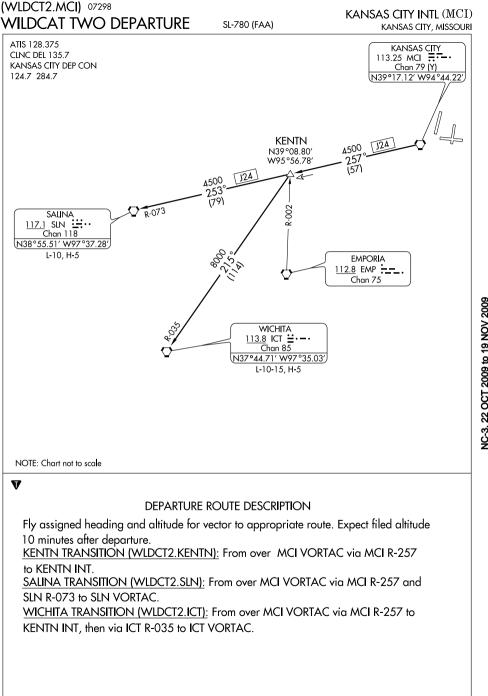
LANDING ST. JOSEPH/ROSECRANS MEMORIAL (STJ) and SHERMAN AAF (FLV):

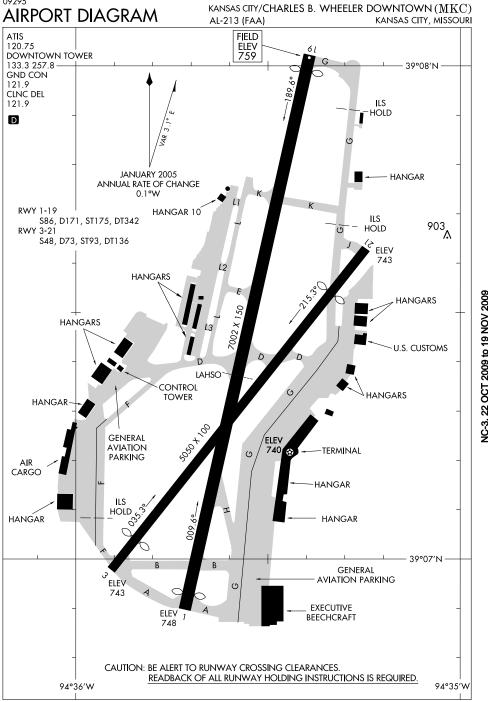
ALL OTHER AIRPORTS: From over TYGER INT via MCI R-135 to TRIKE INT. Thence...

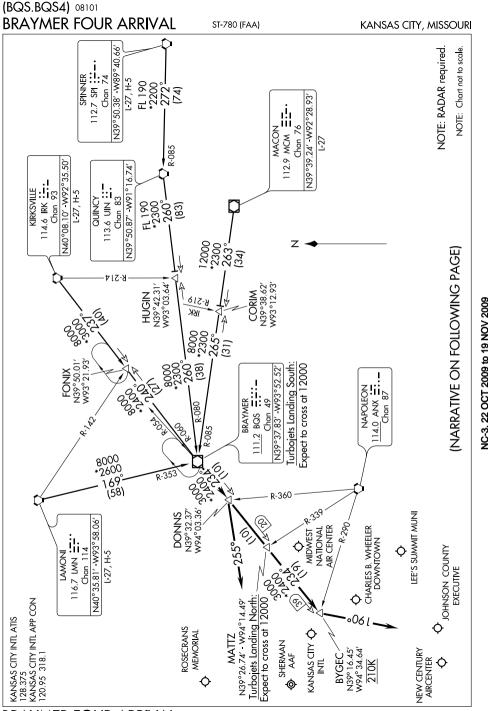
From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence...

....Expect radar vectors to final approach course.

2. 2. 2. OCT 2009 to 19 NOV 2009







(BQS.BQS4) 08101 BRAYMER FOUR ARRIVAL

ST-780 (FAA)

KANSAS CITY, MISSOURI

ARRIVAL DESCRIPTION

KIRKSVILLE TRANSITION (IRK.BQS4): From over IRK VORTAC via IRK R-237 to FONIX INT, then via BQS R-060 to BQS VOR/DME. Thence. . . .

LAMONI TRANSITION (LMN.BQS4): From over LMN VORTAC via LMN R-169 and BQS R-353 to BQS VOR/DME. Thence. . . .

MACON TRANSITION (MCM.BQS4): From over MCM VOR/DME via MCM R-263 to CORIM INT, then via BQS R-085 to BQS VOR/DME. Thence. . . .

SPINNER TRANSITION (SPI.BQS4): From over SPI VORTAC via SPI R-272 and UIN R-085 to UIN VORTAC, then via UIN R-260 to HUGIN INT, then via BQS R-080 to BQS VOR/DME. Thence. . . .

LANDING KANSAS CITY INTL: Rwys 1L/R: From over BQS VOR/DME via BQS R-234 to BYGEC INT then via

heading 190°. Thence. . . . Rwys 19L/R: From over BQS VOR/DME via BQS R-234 to DONNS INT then via

heading 255°. Thence. . . .

Rwys 9, 27: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

LANDING CHARLES B. WHEELER DOWNTOWN (MKC): Rwys 1,3: From over BQS VOR/DME via BQS R-234 to BYGEC INT then via

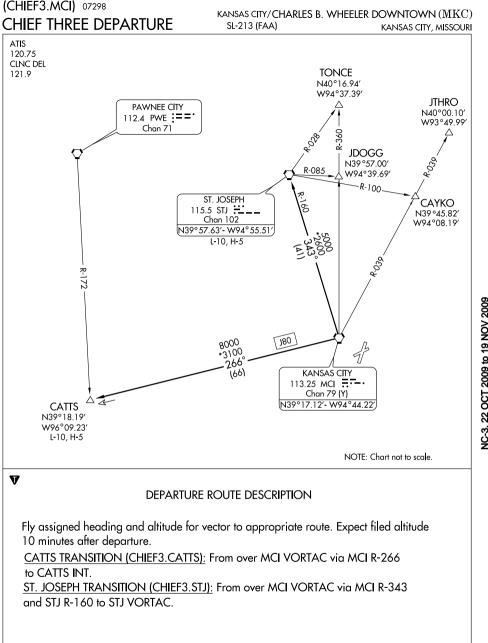
heading 190°. Thence. . . .

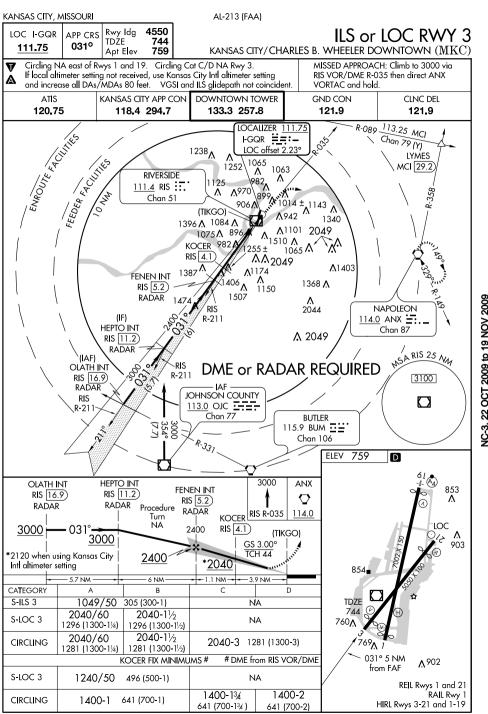
Rwys 19,21: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

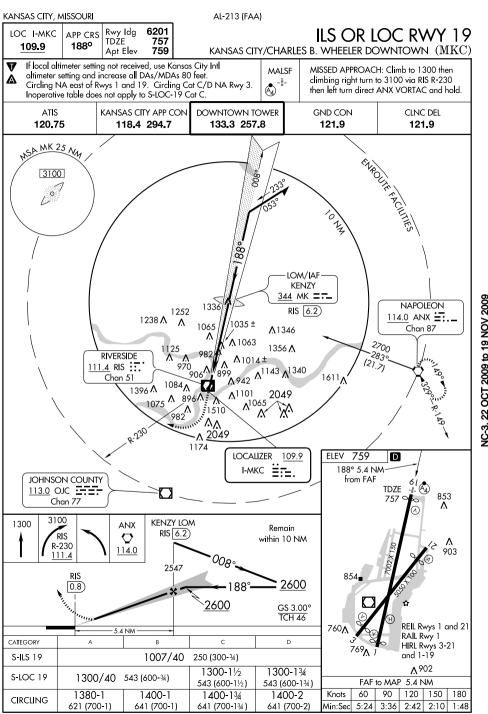
LANDING OLATHE/JOHNSON COUNTY EXECUTIVE (OJC) and OLATHE/NEW CENTURY AIRCENTER (IXD): From over BQS VOR/DME via

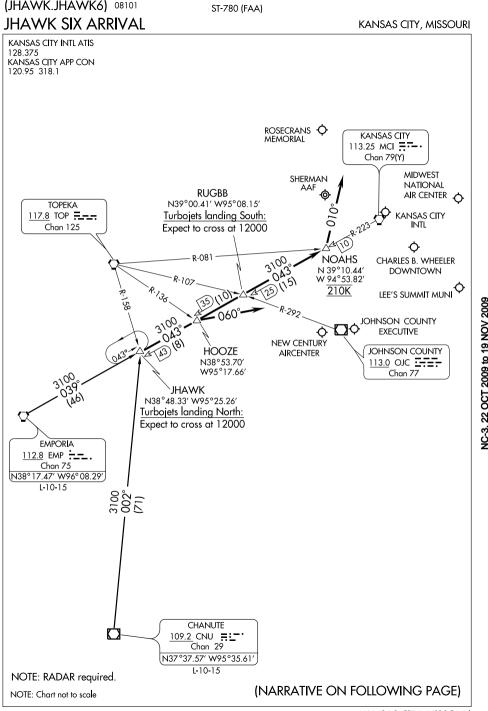
BQS R-234 to BYGEC INT then via heading 190°. Thence. . . . ALL OTHER AIRPORTS: From over BQS VOR/DME via BQS R-234 to DONNS

INT. Thence. Expect radar vectors to final approach course.









ST-780 (FAA)

KANSAS CITY, MISSOURI

22 OCT 2009 to 19 NOV 2009

ARRIVAL DESCRIPTION

CHANUTE TRANSITION (CNU.JHAWK6): From over CNU VOR/DME via CNU R-002 to IHAWK INT Thence

EMPORIA TRANSITION (EMP.JHAWK6): From over EMP VORTAC via EMP R-039 and MCLR-223 to JHAWK INT. Thence.

LANDING KANSAS CITY INTL (MCI):

Rwys 19L/R: From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence.... Rwys 1L/R: From over JHAWK INT via MCI R-223 to HOOZE INT then via heading

060°. Thence....

Rwys 9, 27: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...

LANDING CHARLES B. WHEELER DOWNTOWN (MKC): Rwys 1, 3: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...

Rwys 19, 21: From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence...

LANDING ST. JOSEPH/ROSECRANS MEMORIAL (STJ) AND SHERMAN AAF (FLV):

From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence

ALL OTHER AIRPORTS: From over JHAWK INT via MCI R-223 to HOOZE INT.

Thence...

....Expect radar vectors to final approach course.

(LAKES5.MCI) 09295 KANSAS CITY/CHARLES B. WHEELER DOWNTOWN (MKC) LAKES FIVE DEPARTURE SL-213 (FAA) KANSAS CITY, MISSOURI TAKE-OFF MINIMUMS ATIS 120.75 Rwy 1: 400-2½ or standard with minimum climb of 335' per NM to 2000'. CLNC DEL Rwy 3: 400-2½ or standard with minimum climb of 235' per NM to 1900'. 121.9 Rwy 19: 1300-3 or standard with minimum climb of 669' per NM to 2500'. SPINNER Rwy 21: 200-134 or standard with minimum climb of 112.7 SPI MACON 238' per NM to 1100'. Chan 74 112.9 MCM **Ξ** <u>-</u> N39 °50.38′ W89 °40.66′ Chan 76 L-27, H-5 KANSAS CITY 113.25 MCI =--0008 Chan 79 (Y) *2400 085 R-265 N39°17.12′ W94°44.22′ (82) 15000 1180 *2800 **TWAIN** 075 N39°40.34' W91°26.59' (155) 2500 H-5 ROZ 3100 *3000 V12 3100 088°-*2600 (60) 109 **FRANC** 1321 N39°00.50' W92°51.02′ NAPOLEON 114.0 ANX =:. Chan 87 COLUMBIA ST. LOUIS N39°05.73′ W94°07.73 110.2 COU--Chan 39 117.4 STL ∷. NOTE: Chart not to scale Chan 121 N38°48.65′ W92°13.10′ NOTE: RADAR required. 1-27 NOTE: DME required for TWAIN and SPINNER transitions.

TAKE-OFF OBSTACLE NOTES

291' AGL/1251' MSL.

SPI R-265 to TWAIN INT.

Rwy 1: Multiple roads, trees, buildings, and towers beginning at DER, 135' left of centerline, up to 100' AGL/1079' MSL.

OL on elevator 3663' from DER, 1231' right of centerline, 172' AGL/912' MSL. Rwy 3: Multiple roads, railroads, poles, buildings, and obstruction lights beginning 40' from DER, 240' right of centerline,

up to 94' AGL/853' MSL. OL on elevator 829' from DER, 478' right of centerline, 125' AGL/865' MSL. Crane T 2.1 NM from DER, 3151' right of centerline, 296' AGL/1110' MSL. Rwy 19: Multiple trees, towers, buildings, and obstruction lights beginning 282' from DER, 279' right of centerline, up to

Tower 2.5 NM from DER, 3165' left of centerline, 1168' AGL/2049' MSL. Rwy 21: Multiple bridge, levee, trees, cranes, towers, and buildings 205' from DER, 476' right of centerline, up to 118' AGL/858' MSL.

OL on elevator 5178' from DER, 803' left of centerline, 148' AGL/896' MSL. Stack 1.3 NM from DER, 589' left of centerline, 198' AGL/948' MSL.



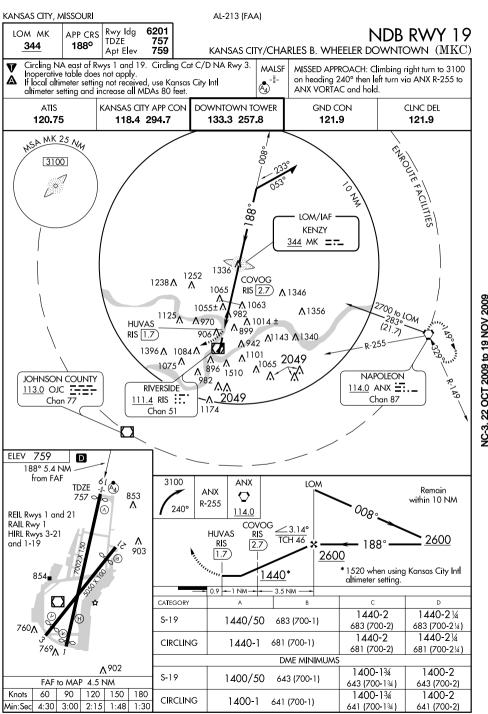
Expect vectors to appropriate route. Expect filed altitude 10 minutes after departure.

ANX R-285 to ANX VORTAC, then via ANX R-088 to FRANC INT, then via COU R-289 to COU VOR/DME. SPINNER TRANSITION (LAKES5.SPI): From over MCI VORTAC via MCI R-075 and

COLUMBIA TRANSITION (LAKES5.COU): From over MCI VORTAC via MCI R-107 and

SPI R-265 to TWAIN INT, then via SPI R-265 to SPI VORTAC. TWAIN TRANSITION (LAKES5.TWAIN): From over MCI VORTAC via MCI R-075 and

2. 2. 2. OCT 2009 to 19 NOV 2009



(RACER3.MCI) 07298

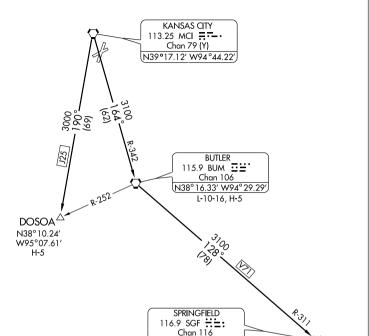
RACER THREE DEPARTURE

KANSAS CITY/CHARLES B. WHEELER DOWNTOWN (MKC)
SL-213 (FAA)

KANSAS CITY/CHARLES B. WHEELER DOWNTOWN (MKC)

SL-213 (FAA) KANSAS CITY, MISSOURI





N37°21.36′ W93°20.04′ L-16, H-5

NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

BUTLER TRANSITION (RACER3.BUM): From over MCI VORTAC via MCI R-164 and BUM R-342 to BUM VORTAC.

BUM R-342 to BUM VORTAC.

DOSOA TRANSITION (RACER3 DOSOA): From over MCI VORTAC via MCI R-19

DOSOA TRANSITION (RACER3.DOSOA): From over MCI VORTAC via MCI R-190 to DOSOA INT.

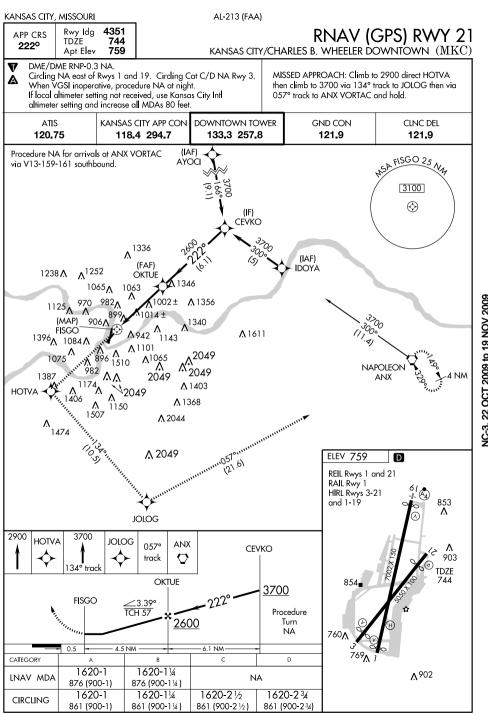
to DOSOA IN

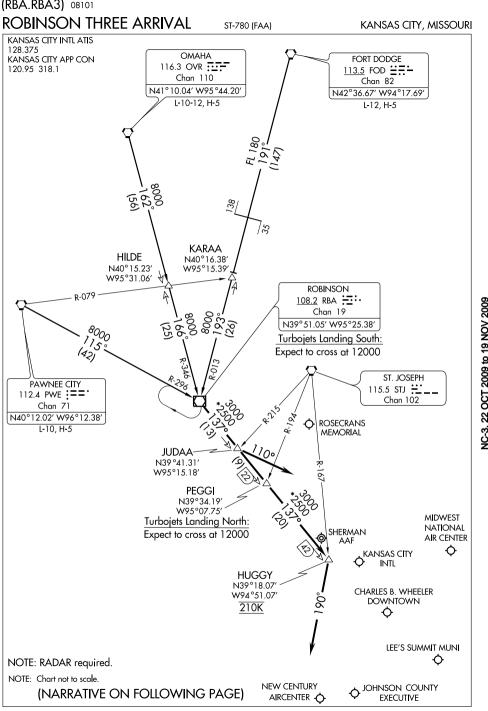
SPRINGFIELD TRANSITION (RACER3.SGF): From over MCI VORTAC via MCI R-164 and BUM R-342 to BUM VORTAC, then via BUM R-128 and SGF R-311 to

SGF VORTAC.

NC-3, 22 OCT 2009 to 19 NOV 2009

KANSAS CITY, MISSOURI AL-213 (FAA) WAAS 4550 Rwy Ida APP CRS RNAV (GPS) RWY 3 TDŹE CH 50112 744 0330 Apt Elev KANSAS CITY/CHARLES B. WHEELER DOWNTOWN (MKC) 759 W03A DME/DME RNP- 0.3 NA. Circling NA east of Rwys 1 and 19. Circling Cat C/D NA Rwy 3. VDP NA with Kansas City Intl altimeter setting MISSED APPROACH: Climb to 3000 direct HEBKI and When VGSI inoperative, circling Rwys 19 and 21 NA at night. via 085° track to LYMES and hold. If local altimeter setting not received, use Kansas City Intl altimeter setting and increase all DAs/MDAs 80 feet. KANSAS CITY APP CON DOWNTOWN TOWER ATIS GND CON CLNC DEL 120.75 118.4 294.7 133.3 257.8 121.9 121.9085° Procedure NA for arrivals at OJC VOR/DME HEBKI via V508 southeast bound (16.4)Λ 1336 1238 **^** 1252 ۸¹³⁴⁶ 1063 ∧¹³⁵⁶ 982 A 899 Auri 1014 ± MISSED APCH FIX 906V 1125 1340 ۸¹⁶¹¹ **LYMES** 1396 1084 Λ_{942} 1143 .△**¬**269°. **^**1101 2049 1075 A ·089° 1510 22-3 22 OCT 2009 to 19 NOV 2009 4 NM 1387 1403 Λ (FAF) ¹2049 DOCAB **1**1368 SARW 03 25 Ny 1507 **∆** 2044 3100 ∆ 2049 (IF) \bigcirc BFYAV 7.7 ELEV 759 D REIL Rwys 1 and 21 (IAF) RAIL Rwy 1 JOHNSÓN COUNTY HIRL Rwys 3-21 and 1-19 OJC **BEYAV** Procedure 3000 **HEBKI** LYMES 08.5° 853 Turn **DOCAB** Δ track NA 3000 0ვვ。 *LNAV only *2.7 NM to **RW03** RW03 / 903 2500 GS 3.00° TCH 50 6.1 NM -2.7 NM -2.6 NM -CATEGORY D LPV 1100/60 356 (400-11/4) NA DA LNAV/ 760<u>^</u> DA NA VNAV TDZE 769A i 744 LNAV MDA 1660/60 916 (1000-11/4) NA ∧⁹⁰² 033° to 1660-23/4 1660-3 CIRCLING 1660-11/4 901 (1000-11/4) RW03 901 (1000-234) 901 (1000-3)





ARRIVAL DESCRIPTION

FORT DODGE TRANSITION (FOD.RBA3): From over FOD VORTAC via FOD R-191 and RBA R-013 to RBA VOR/DME. Thence. . . .

OMAHA TRANSITION (OVR.RBA3): From over OVR VORTAC via OVR R-162 and

RBA R-346 to RBA VOR/DME. Thence. . . .
PAWNEE CITY TRANSITION (PWE.RBA3): From over PWE VORTAC via PWE R-115

and RBA R-296 to RBA VOR/DME. Thence. . . .

LANDING KANSAS CITY INTL:

Rwys 1L/R: From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence....

Rwys 19L/R: From over RBA VOR/DME via RBA R-137 to JUDAA INT then via heading 110°. Thence....

Rwys 9, 27: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

LANDING CHARLES B. WHEELER DOWNTOWN (MKC): Rwys 1, 3: From over RBA VOR/DME via RBA R-137 to HUGGY INT then via

heading 190°. Thence...

Rwys 19, 21: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

LANDING OLATHE/JOHNSON COUNTY EXECUTIVE (OJC) and OLATHE/ NEW

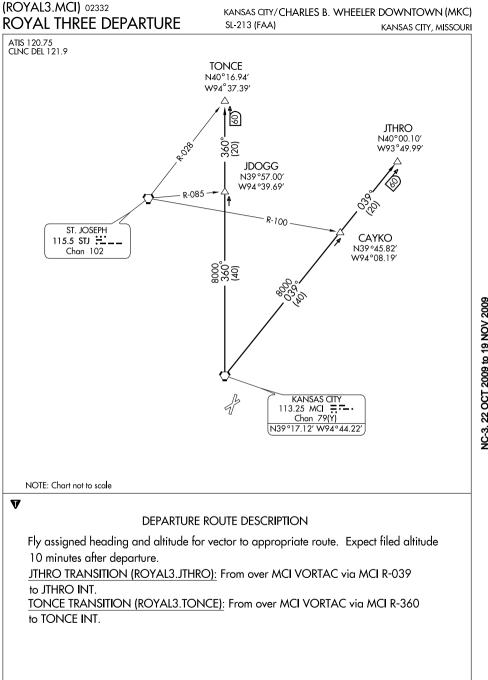
CENTURY AIRCENTER (IXD): From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence...

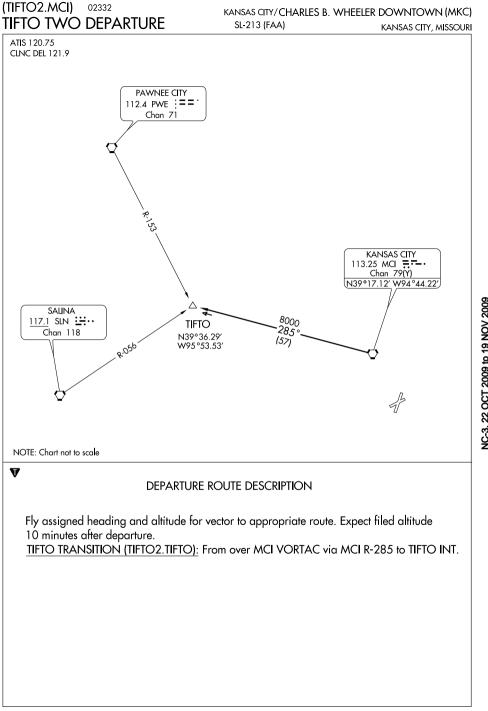
ALL OTHER AIRPORTS: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

Inence...

.... Expect radar vector to final approach course.

1





(TYGER.TYGER6) 08101 TYGER SIX ARRIVAL KANSAS CITY, MISSOURI ST-780 (FAA) KANSAS CITY INTLATIS 128.375 KANSAS CITY INTL APP CON **ROSECRANS** 120 95 318 1 MEMORIAL Ò KANSAS CITY 113.25 MCI = --Chan 79(Y) SHERMAN MIDWEST NATIONAL AIR CENTER AAF KANSAS CITY SLABB INTL N39°10.26′ W94°36.71′ 210K NAPOLEON CHARLES B. WHEELER R-275 -114.0 ANX ::.. DOWNTOWN LEE'S SUMMIT _____ Chan 87 MUNI **NEW CENTURY AIRCENTER** TRIKE N38° 50.41′ Ò JOHNSON COUNTY W94° 15.14′ **EXECUTIVE TYGER** MOŔAY N38°41.00′ - W94°05.02′ N38° 57.29′ - W94° 22.59′ Turbojets Landing North: Turbojets Landing South: Expect to cross at 12000 Expect to cross at 12000 BUTLER **KRAZO** 115.9 BUM <u>-</u> R-098 N38°07.10′ Chan 106 W93°45.65' SPRINGFIELD 116.9 SGF **∷**±: Chan 116 N37°21.36′ W93°20.04′ L-16, H-5 NOTE: RADAR required NOTE: Chart not to scale. (NARRATIVE ON FOLLOWING PAGE)

C-3 22 OCT 2009 to 19 NOV 2009

(TYGER.TYGER6) 08101 TYGER SIX ARRIVAL KANSAS CITY, MISSOURI ST-780 (FAA) ARRIVAL DESCRIPTION SPRINGFIELD TRANSITION (SGF.TYGER6): From over SGF VORTAC via SGF R-332 to TYGER INT Thence LANDING KANSAS CITY INTL (MCI): Rwys 19L/R: From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence Rwys 1L/R: From over TYGER INT via MCI R-135 to TRIKE INT then via heading 290°. Thence. . . . Rwys 9, 27: From over TYGER INT via MCI R-135 to TRIKE INT. Thence. . . . LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1, 3: From over TYGER INT via MCI R-135 to TRIKE INT. Thence... Rwys 19, 21: From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence...

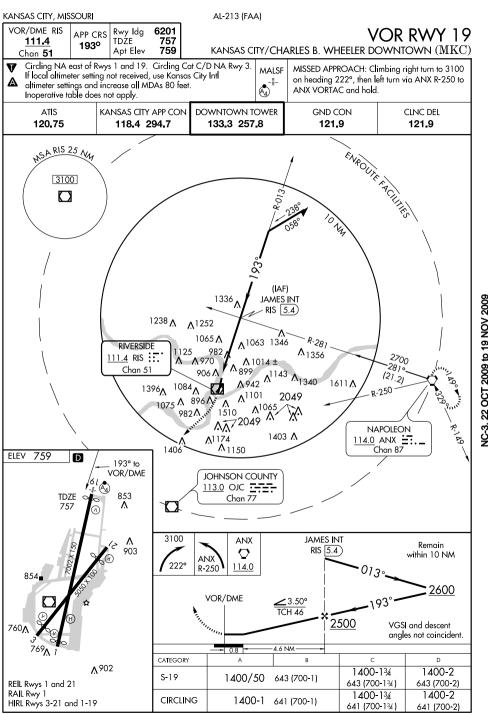
LANDING ST. JOSEPH/ROSECRANS MEMORIAL (STJ) and SHERMAN AAF (FLV):

ALL OTHER AIRPORTS: From over TYGER INT via MCI R-135 to TRIKE INT. Thence...

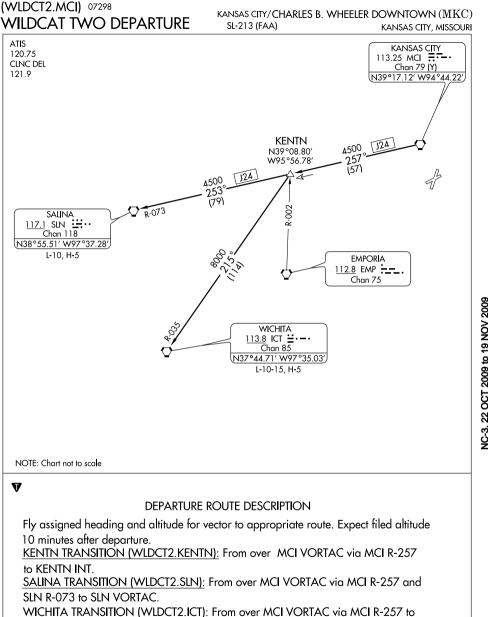
From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence...

....Expect radar vectors to final approach course.

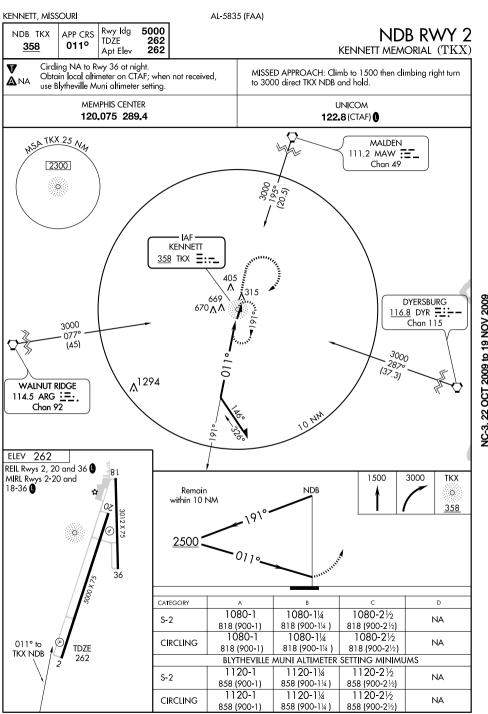
2. 2. 2. OCT 2009 to 19 NOV 2009

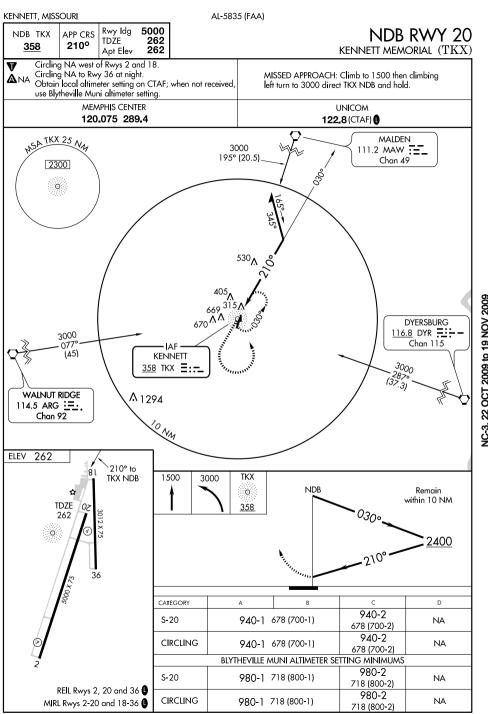


20 C VON 61 of 6005 TOO 65 6-0N



KENTN INT, then via ICT R-035 to ICT VORTAC.



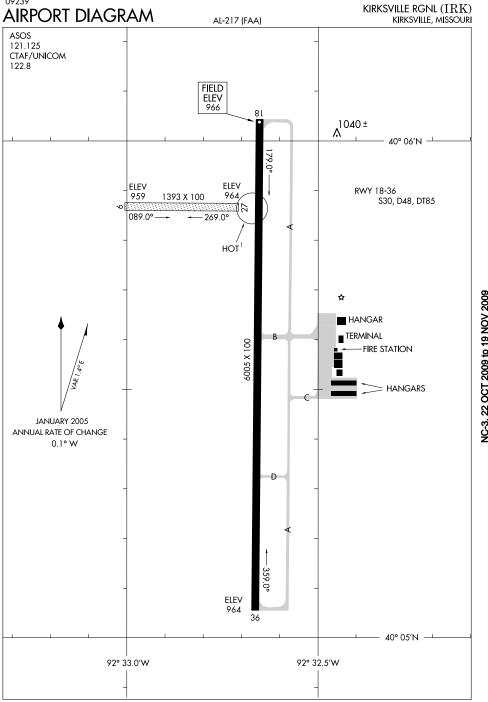


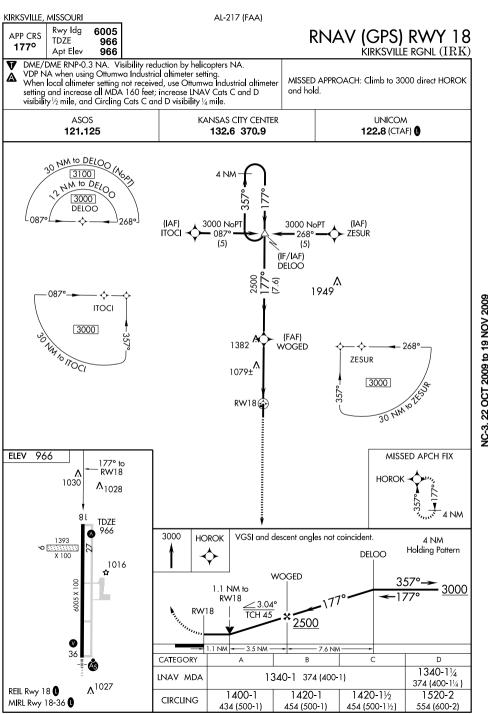
KENNETT, MISSOURI AL-5835 (FAA) 5000 Rwy Idg RNAV (GPS) RWY 2 APP CRS TDŹE 262 029° 262 KENNETT MEMORIAL (TKX) Apt Elev DME/DME RNP-0.3 NA. V Circling NA west of Rwys 2 and 18. Circling NA to Rwy 36 at night. MISSED APPROACH: Climb to 2300 direct Obtain local altimeter setting on CTAF; when not received, use ECEPI and via 001° track to OGVIE and hold. Blytheville Muni altimeter setting. VDP NA when using Blytheville Muni altimeter setting. MEMPHIS CENTER UNICOM 120.075 289.4 122.8 (CTAF) 0 MISSED APCH FIX Procedure NA for arrivals on DYR VORTAC airway radials 232 CW 271. 5 NM SAJADVO 25/4 ⁴⁰⁵Λ 2300 **OGVIE ECEPI** 315 1 ⁶⁷⁰∧ ∧ **(** 328± 436± JADVÓ NC-3, 22 OCT 2009 to 19 NOV 2009 (FAF) HESLÚ ^1294 (IAF) LUMXU 2300 NoPT (IF/IAF) COSAD (6.3) 3000 270° (IAF) (36.1)LOSIY **DYERSBURG** DYR **ELEV** 262 2300 **ECEPI OGVIE** 81 5 NM COSAD 001° Holding Pattern Track **HESLU** 0.9 NM to **JADVO** 0290 3.04° JADVO TCH 40 1900 36 6.1 NM 3.6 NM -0.9 - 0.5 CATEGORY 740-11/4 NA LNAV MDA 740-1 478 (500-1) 478 (500-11/4) 740-11/2 CIRCLING 740-1 478 (500-1) NA 478 (500-11/2) BLYTHEVILLE MUNI ALTIMETER SETTING MINIMUMS TDZE 262 800-11/2 LNAV MDA 800-1 538 (600-1) NA 538 (600-11/2) REIL Rwys 2, 20 and 36 800-11/2 CIRCLING 800-1 538 (600-1) NA MIRL Rwys 2-20 and 18-36 538 (600-11/2)

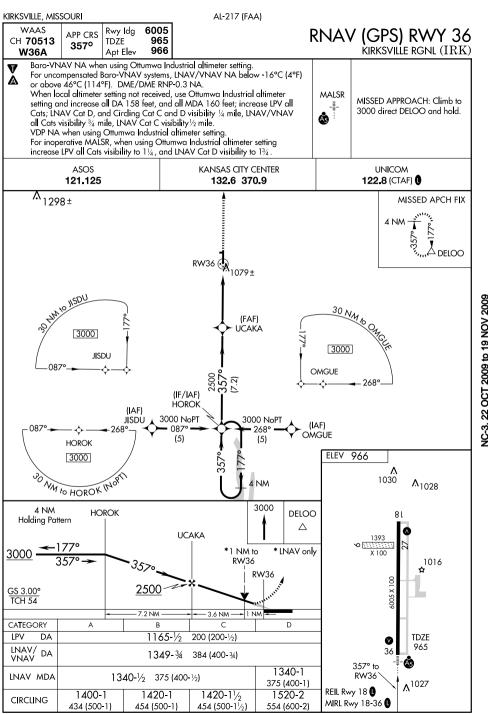
KENNETT, MISSOURI AL-5835 (FAA) 5000 Rwy Idg RNAV (GPS) RWY 20 APP CRS 262 TDŹE 186° 262 KENNETT MEMORIAL (TKX) Apt Elev DME/DME RNP-0.3 NA. Circling NA to Rwy 36 at night. V Obtain local altimeter setting on CTAF; when not received, use MISSED APPROACH: Climb to 2300 direct **A**NA Blytheville Muni altimeter setting. Circling NA west of Rwys 2 and 18. PIKIY and via 214° track to COSAD and hold. VDP NA when using Blytheville Muni altimeter setting. MEMPHIS CENTER UNICOM 120.075 289.4 122.8 (CTAF) 0 Procedure NA for arrivals at DYR VORTAC via (IAF) SA JEGES 25 NA V140 eastbound and arrivals at MAW VORTAC MALDEN via V305 northeast bound and V9 northbound. MAW 884 🛕 🔊 💸 2300 **(** 5 NM (IF/IAF) (IAF) OGVIE 2300 NoPT 0960 2300 NoPT (9.6) (5) KOCEK (FAF) SOYOT ۸₅₃₀ ⁴⁰⁵^ **DYERSBURG** 315 DYR JEGEŚ MISSED APCH FIX COSAD PIKIY ELEV 262 81 2300 COSAD 5 NM 214° **OGVIE** Holding Pattern Track **TDZE** 50 SOYOT 262 1.2 NM to **JEGES** 23.04° TCH 40 **JEGES** 1900 0.5 1.2 NM 3.3 NM -6.1 NM CATEGORY D 840-11/2 NA LNAV MDA 840-1 578 (600-1) 578 (600-11/2) 840-11/2 CIRCLING 840-1 578 (600-1) NA 578 (600-11/2) BLYTHEVILLE MUNI ALTIMETER SETTING MINIMUMS 880-134 LNAV MDA 880-1 618 (700-1) NA 618 (700-1%) REIL Rwys 2, 20 and 36 (880-134 CIRCLING 880-1 618 (700-1) NA MIRL Rwys 2-20 and 18-36 618 (700-1%)

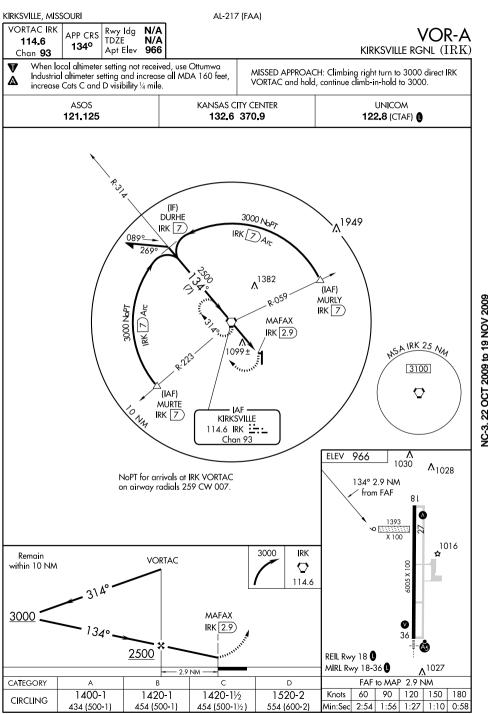
AC-3 22 OCT 2009 to 19 NOV 2009

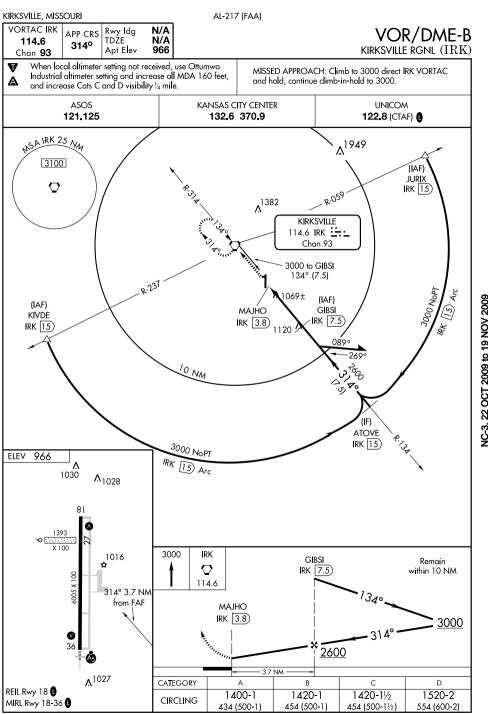
KENNETT, MISSOURI AL-5835 (FAA) 5000 VORTAC MAW Rwy Idg VOR/DME RWY 20 APP CRS 262 111.2 TDŹE 194° 262 KENNETT MEMORIAL (TKX) Chan **49** Apt Elev Circling NA west of Rwys 2 and 18. Circling NA to Rwy 36 at night. MISSED APPROACH: Climbing left turn to 3000 direct **A**NA MAW VORTAC and hold. Obtain local altimeter setting on CTAF; when not received, use Blytheville Muni altimeter setting. MEMPHIS CENTER **UNICOM** 122.8 (CTAF) 0 120.075 289.4 R-014 IF/IAF -NSA MAW 25 My MÁLDEN 111.2 MAW :-Chan 49 2300 \bigcirc 2200 1940 (14.4) NC-3, 22 OCT 2009 to 19 NOV 2009 CURPO 530 MAW 14.4 405 ۸¹²⁹⁴ DYERSBURG 116.8 DYR =::-262 Chan 115 **ELEV** 81 3000 MAW 194° 6 NM One Minute **VORTAC** from FAF \bigcirc Holding Pattern 50 CURPO 111.2 **TDZE** 3012 X 75 MAW 14.4 262 MAW 20.4 2.99° TCH 40 2200 36 6 NM -14.4 NM CATEGORY В D 900-1 900-11/4 900-134 S-20 NA 638 (700-11/4) 638 (700-1) 638 (700-134) 900-1 900-11/4 900-134 CIRCLING NA 638 (700-1) 638 (700-11/4) 638 (700-1%) BLYTHEVILLE MUNI ALTIMETER SETTING MINIMUMS 940-2 940-1 940-11/4 S-20 NA 678 (700-1) 678 (700-11/4) 678 (700-2) REIL Rwys 2, 20 and 36 940-1 940-11/4 940-2 CIRCLING NA MIRL Rwys 2-20 and 18-36 678 (700-1) 678 (700-11/4) 678 (700-2)

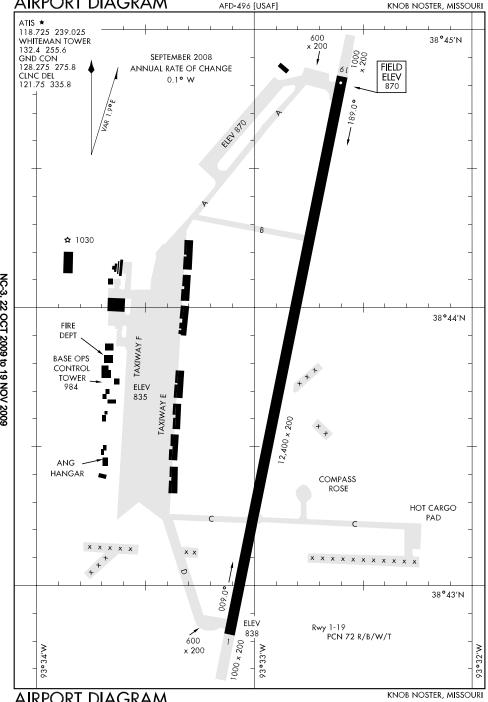


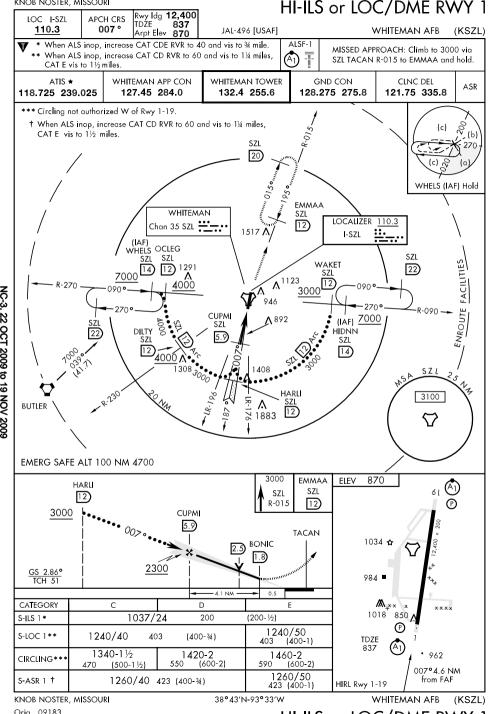


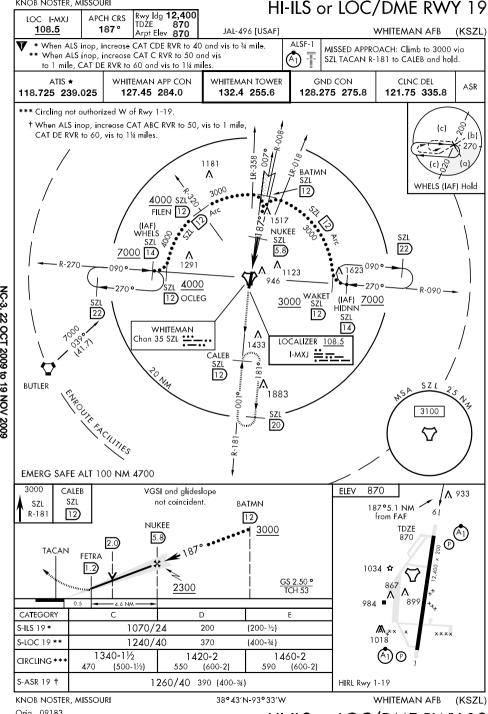


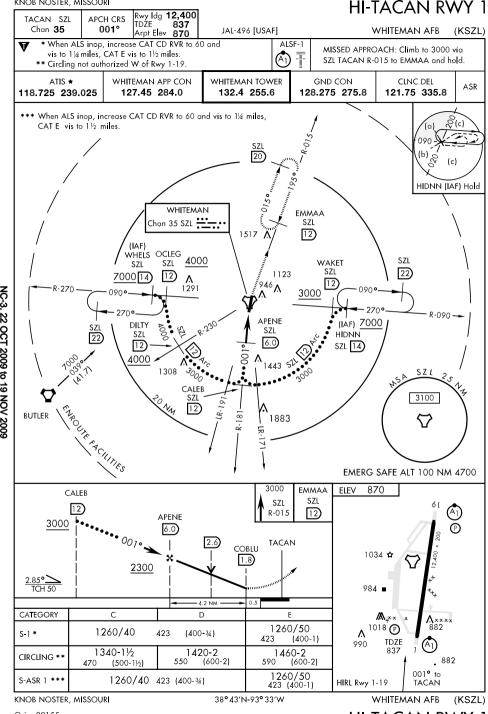


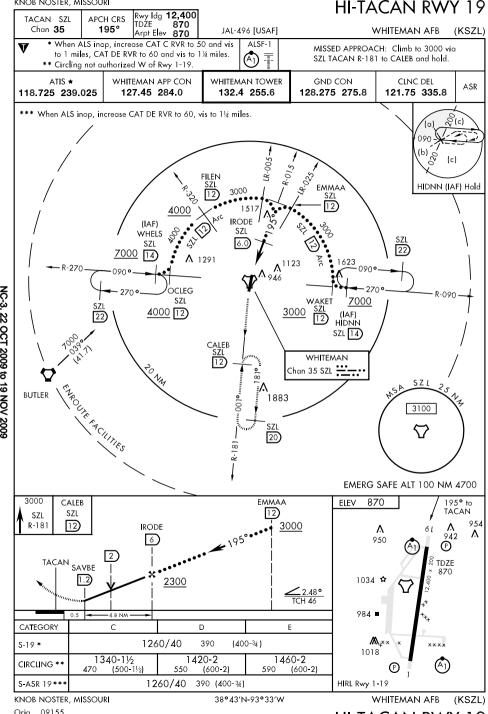


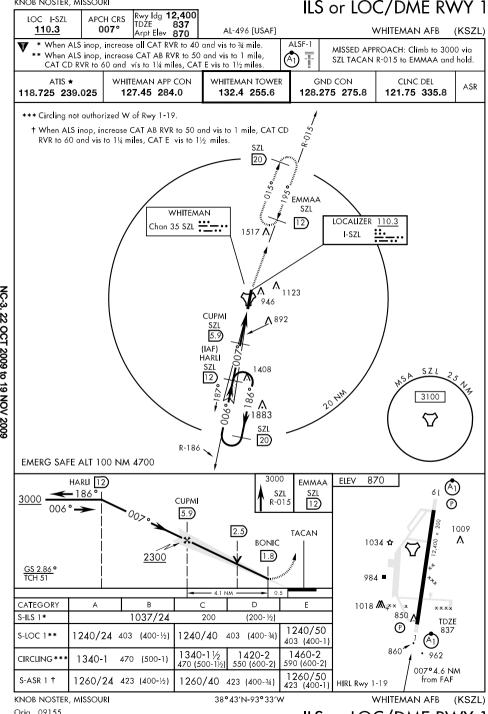


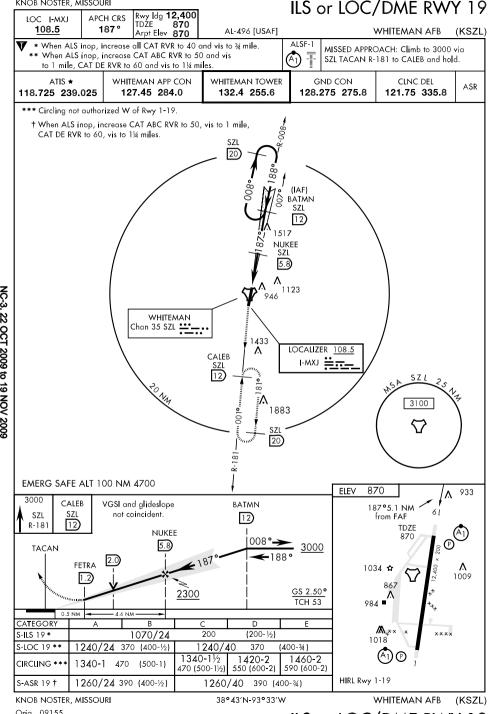


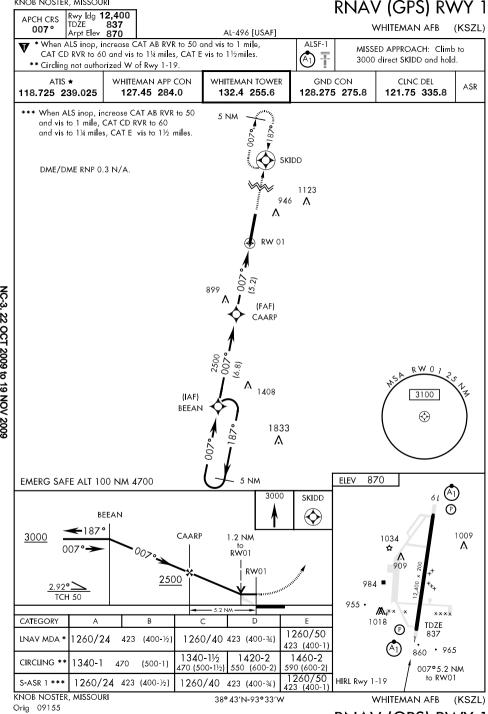


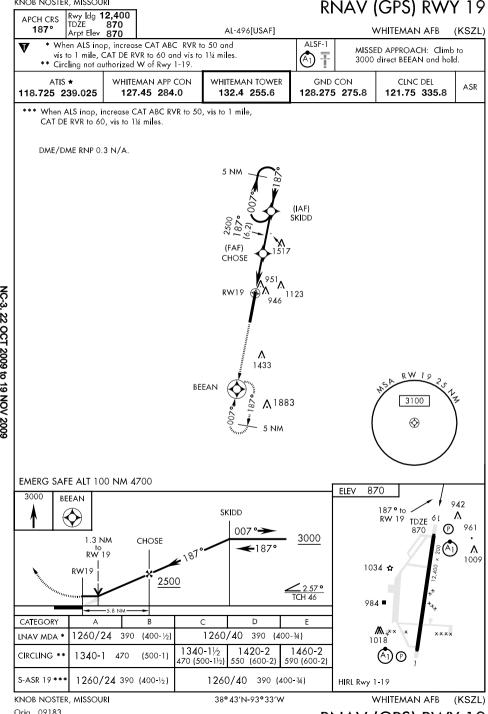


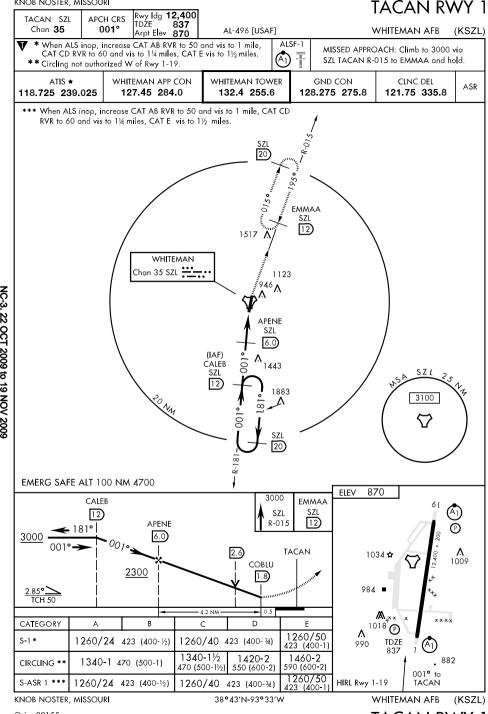


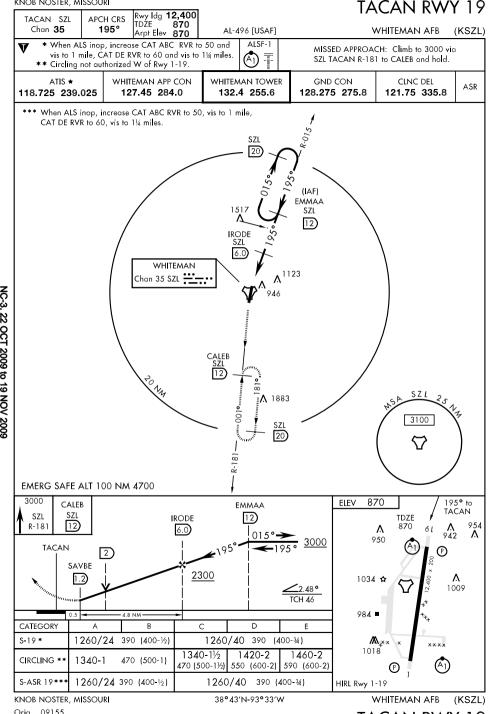




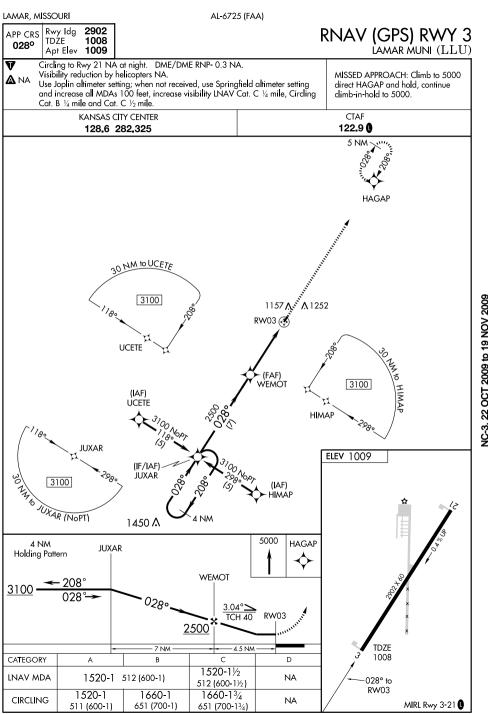






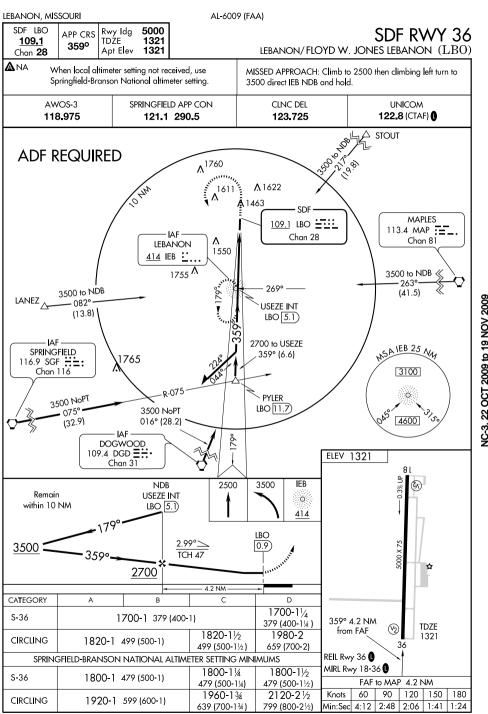


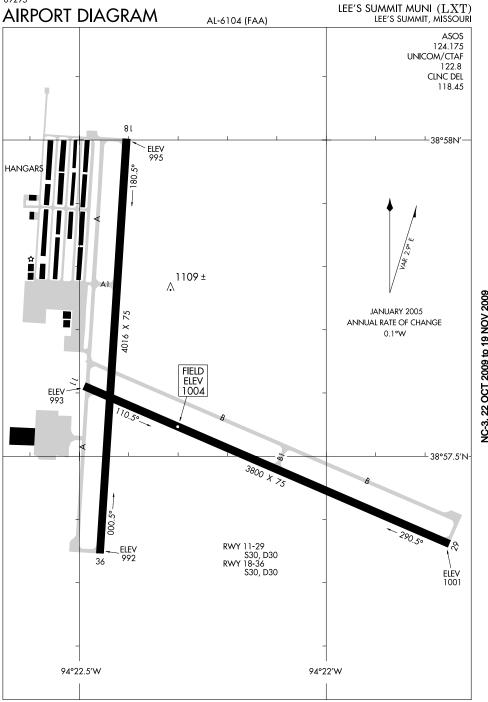
NC-3 22 OCT 2009 to 19 NOV 2009

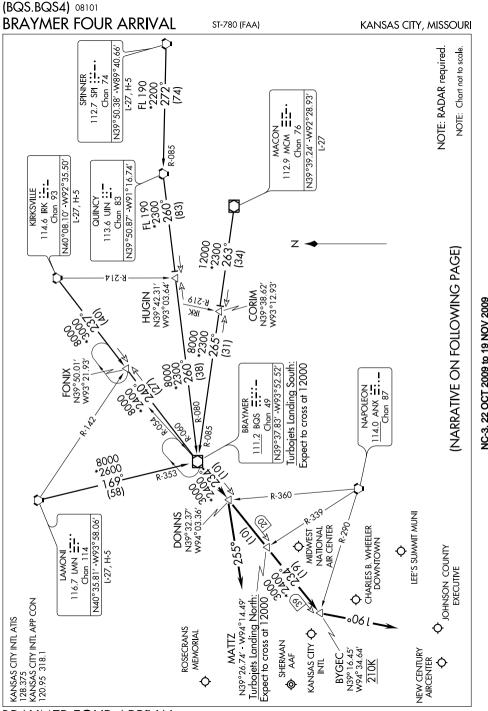


LEBANON, MISSOURI AL-6009 (FAA) Rwy Ida 5000 RNAV (GPS) RWY 18 APP CRS TDŹE 1316 179° LEBANON/FLOYD W. JONES LEBANON (LBO) Apt Elev 1321 ANA When local altimeter setting not received, use Springfield-Branson National altimeter setting and increase all DA/MDA 120 feet. MISSED APPROACH: Climb to 3500 Baro-VNAV NA when using Springfield-Branson National altimeter setting. direct KUPIW and hold. Baro-VNAV NA below 17° C (1° F). DME/DME RNP-0.3 NA. AWOS-3 SPRINGFIELD APP CON CLNC DEL UNICOM 118,975 121.1 290.5 123.725 122.8 (CTAF) (30 MM to WIKGI (Nop) 4 NM 3500 (IF/IAF) WIKGI WIKGI 089 (IAF) -269 ŮŤMÍH 3500 NoPT 3500 NoPT 089 (IAF) (5)(5)TIHCY 2079 089° NC-3, 22 OCT 2009 to 19 NOV 2009 **UTMIH** (FAF) STAND UTMIH ÜLIKŸ 3500 **∧** 1760 -269° Λ1622 1611 **V** TIHCY 1453± 3500 14 NIM 10 THE 1550 ^ 4 NM 1755 🔨 KUPIW ELEV 1321 179° to RW18 **TDZE** KUPIW 3500 *LNAV only, VDP NA when using 4 NM 1316 3% Springfield-Branson National altimeter Holding Pattern setting. WIKGI ULIKY *1.3 NM to 3500 **RW18** 5000 X 75 **№**RW18 VGSI and descent angles 2700 not coincident. GS 3.00° TCH 40 1.3 2.9 NM 5.8 NM CATEGORY В C D GLS PA DA NA LNAV/ DA 1937-21/4 621 (700-21/4) VNAV 36 **LNAV MDA** 1760-1 444 (500-1) 1760-11/4 444 (500-11/4) 1820-11/2 1980-2 REIL Rwy 36 CIRCLING 1820-1 499 (500-1) MIRL Rwy 18-36 (499 (500-1½) 659 (700-2)

LEBANON, MISSOURI AL-6009 (FAA) 5000 Rwy Ida RNAV (GPS) RWY 36 APP CRS TDŹE 1321 359° LEBANON/FLOYD W. JONES LEBANON (LBO) Apt Elev 1321 A NA When local altimeter setting not received, use Springfield-Branson National MISSED APPROACH: Climb to 3500 altimeter setting and increase all DA/MDA 120 feet. Baro-VNAV NA when using Springfield-Branson National altimeter setting. direct ULIKY and hold Baro-VNAV NA below -17° C (1° F). DME/DME RNP-0.3 NA. AWOS-3 SPRINGFIELD APP CON CLNC DEL UNICOM 122.8 (CTAF) 0 118.975 123.725 121.1 290.5 30 MM to EXDUW -15 MM 10 PUts ULIKY 1760 A 3500 4 NM **∧**1622 1611 A 1463 **EXDUW** RUXJY 089° 269 RW36 1550 🔨 089° 269° Λ 1755 30 MM to PAIR **PYLER** (FAF) 2005 VON 51 of 5005 TOO 52 8-ON KUPIW 3500 30 NM to PYLER ITOS 1765 ∧ 3500 NoPT 3500 NoPT (IAF) 089 269 € (IAF) **RUXJY** (5)(5)**EXDUW** (IF/IAF) **PYLER** 4 NM ELEV 1321 81 *LNAV only, VDP NA when using ULIKY 3500 4 NM Springfield-Branson National Holding Pattern **PYLER** altimeter setting. KUPIW 3500 5000 X 75 *1.1 NM to 359° RW36 RW36 2700 3.00° TCH 47 6.7 NM -3.1 NM CATEGORY С D Α В **(**\(\frac{1}{2}\) **TDZE** GLS PA NA LNAV/ 36 DA 1680-11/4 359 (400-11/4) VNAV 1700-11/4 **LNAV MDA** 1700-1 379 (400-1) 359° to 379 (400-11/4) RW36 REIL Rwy 36 (1820-11/2 1980-2 CIRCLING 1820-1 499 (500-1) MIRL Rwy 18-36 499 (500-11/2) 659 (700-2)







(BQS.BQS4) 08101 BRAYMER FOUR ARRIVAL

ST-780 (FAA)

KANSAS CITY, MISSOURI

ARRIVAL DESCRIPTION

KIRKSVILLE TRANSITION (IRK.BQS4): From over IRK VORTAC via IRK R-237 to FONIX INT, then via BQS R-060 to BQS VOR/DME. Thence. . . .

LAMONI TRANSITION (LMN.BQS4): From over LMN VORTAC via LMN R-169 and BQS R-353 to BQS VOR/DME. Thence. . . .

MACON TRANSITION (MCM.BQS4): From over MCM VOR/DME via MCM R-263 to CORIM INT, then via BQS R-085 to BQS VOR/DME. Thence. . . .

SPINNER TRANSITION (SPI.BQS4): From over SPI VORTAC via SPI R-272 and UIN R-085 to UIN VORTAC, then via UIN R-260 to HUGIN INT, then via BQS R-080 to BQS VOR/DME. Thence. . . .

LANDING KANSAS CITY INTL: Rwys 1L/R: From over BQS VOR/DME via BQS R-234 to BYGEC INT then via

heading 190°. Thence. . . . Rwys 19L/R: From over BQS VOR/DME via BQS R-234 to DONNS INT then via

heading 255°. Thence. . . .

Rwys 9, 27: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

LANDING CHARLES B. WHEELER DOWNTOWN (MKC): Rwys 1,3: From over BQS VOR/DME via BQS R-234 to BYGEC INT then via

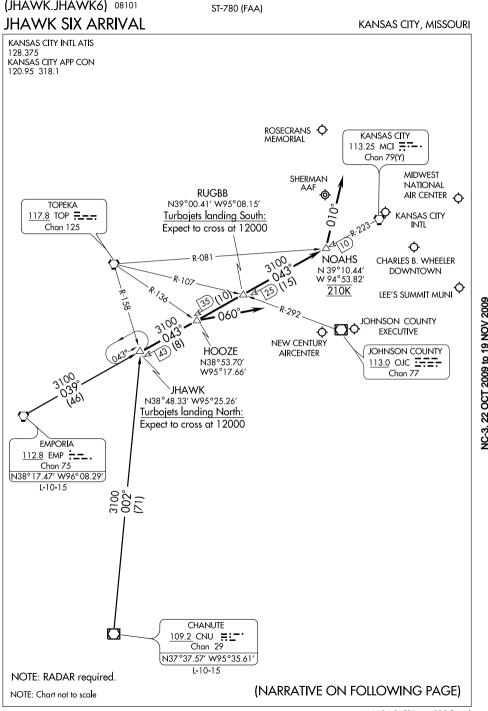
heading 190°. Thence. . . .

Rwys 19,21: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

LANDING OLATHE/JOHNSON COUNTY EXECUTIVE (OJC) and OLATHE/NEW CENTURY AIRCENTER (IXD): From over BQS VOR/DME via

BQS R-234 to BYGEC INT then via heading 190°. Thence. . . . ALL OTHER AIRPORTS: From over BQS VOR/DME via BQS R-234 to DONNS

INT. Thence. Expect radar vectors to final approach course.



ST-780 (FAA)

KANSAS CITY, MISSOURI

22 OCT 2009 to 19 NOV 2009

ARRIVAL DESCRIPTION

CHANUTE TRANSITION (CNU.JHAWK6): From over CNU VOR/DME via CNU R-002 to IHAWK INT Thence

EMPORIA TRANSITION (EMP.JHAWK6): From over EMP VORTAC via EMP R-039 and MCLR-223 to JHAWK INT. Thence.

LANDING KANSAS CITY INTL (MCI):

Rwys 19L/R: From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence.... Rwys 1L/R: From over JHAWK INT via MCI R-223 to HOOZE INT then via heading

060°. Thence....

Rwys 9, 27: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...

LANDING CHARLES B. WHEELER DOWNTOWN (MKC): Rwys 1, 3: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...

Rwys 19, 21: From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence...

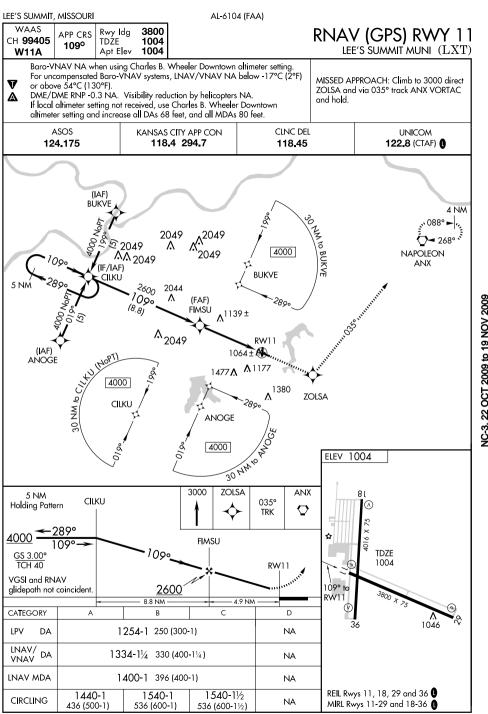
LANDING ST. JOSEPH/ROSECRANS MEMORIAL (STJ) AND SHERMAN AAF (FLV):

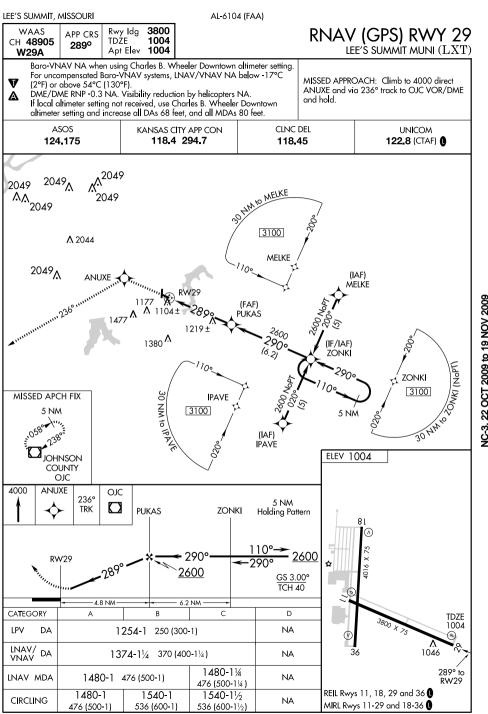
From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence

ALL OTHER AIRPORTS: From over JHAWK INT via MCI R-223 to HOOZE INT.

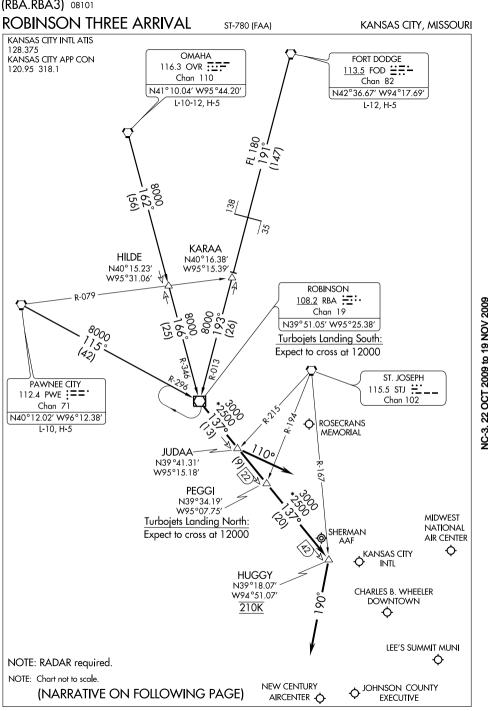
Thence...

....Expect radar vectors to final approach course.





LEE'S SUMMIT, MISSOURI AL-6104 (FAA) WAAS 4016 Rwy Ida RNAV (GPS) RWY 36 APP CRS CH 48805 TDŹE 998 3590 LEE'S SUMMIT MUNI (LXT) Apt Elev 1004 W36A Baro-VNAV NA when using Charles B. Wheeler Downtown altimeter settina. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C V MISSED APPROACH: Climb to 3000 direct (2°F) or above 54°C (130°F). DME/DME RNP -0.3 NA. Visibility reduction SOXOE and hold. Δ by helicopters NA. VDP NA when using Charles B. Wheeler Downtown altimeter setting. If local altimeter setting not received, use Charles. B. Wheeler Downtown altimeter setting and increase all DAs 68 feet and all MDAs 80 feet. ASOS CLNC DEL KANSAS CITY APP CON UNICOM 124.175 118.4 294.7 118.45 122.8 (CTAF) 0 <u>⊼</u> ₂₀₄₉ MISSED APCH FIX 5 NM **∆** 2044 SOXOE Λ₂₀₄₉ 1177 1477 A JOBAD 1144± 2.3 NM to RW36 30 MM to OMUTE 1234± 30 NM to 140 C C-3 22 OCT 2009 to 19 NOV 2009 1380 (FAF) JAPES 3100 3100 **OMUTE** ZABOG 089 2699 3000 NoP 3000 NoPT 0899 -269° 269° (IAF) (5)**WOMPO** (5)OMUTE (IAF) ZÁBÓG 3000 (IF/IAF) VO NA 10 WOMPO (NOT WOMPO **ELEV 1004** 3000 5 NM SOXOE Holding Pattern WOMPO 81 **JAPES JOBAD** 2.3 NM to * LNAV only 3000 RW36 ☆ *1.1 NM to GS 3.00° RW36 RW36 TCH 40 VGSI and RNAV glidepath *1760 2600 not coincident. 6.1 NM 2.6 NM-CATEGORY Α D TDZE LPV DA 1331-11/4 333 (400-11/4) NA 998 36 1046 LNAV/ DΑ 1530-2 532 (600-2) NA 359° to VNAV RW36 1420-11/4 LNAV MDA 1420-1 422 (500-1) NA 422 (500-11/4) REIL Rwys 11, 18, 29 and 36 🕕 1440-1 1540-1 1540-11/2 CIRCLING NA MIRL Rwys 11-29 and 18-36 436 (500-1) 536 (600-1) 536 (600-11/2)



ARRIVAL DESCRIPTION

FORT DODGE TRANSITION (FOD.RBA3): From over FOD VORTAC via FOD R-191 and RBA R-013 to RBA VOR/DME. Thence. . . .

OMAHA TRANSITION (OVR.RBA3): From over OVR VORTAC via OVR R-162 and

RBA R-346 to RBA VOR/DME. Thence. . . .
PAWNEE CITY TRANSITION (PWE.RBA3): From over PWE VORTAC via PWE R-115

and RBA R-296 to RBA VOR/DME. Thence. . . .

LANDING KANSAS CITY INTL:

Rwys 1L/R: From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence....

Rwys 19L/R: From over RBA VOR/DME via RBA R-137 to JUDAA INT then via heading 110°. Thence....

Rwys 9, 27: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

LANDING CHARLES B. WHEELER DOWNTOWN (MKC): Rwys 1, 3: From over RBA VOR/DME via RBA R-137 to HUGGY INT then via

heading 190°. Thence...

Rwys 19, 21: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

LANDING OLATHE/JOHNSON COUNTY EXECUTIVE (OJC) and OLATHE/ NEW

CENTURY AIRCENTER (IXD): From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence...

ALL OTHER AIRPORTS: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

Inence...

.... Expect radar vector to final approach course.

1

(TYGER.TYGER6) 08101 TYGER SIX ARRIVAL KANSAS CITY, MISSOURI ST-780 (FAA) KANSAS CITY INTLATIS 128.375 KANSAS CITY INTL APP CON **ROSECRANS** 120 95 318 1 MEMORIAL Ò KANSAS CITY 113.25 MCI = --Chan 79(Y) SHERMAN MIDWEST NATIONAL AIR CENTER AAF KANSAS CITY SLABB INTL N39°10.26′ W94°36.71′ 210K NAPOLEON CHARLES B. WHEELER R-275 -114.0 ANX ::.. DOWNTOWN LEE'S SUMMIT _____ Chan 87 MUNI **NEW CENTURY AIRCENTER** TRIKE N38° 50.41′ Ò JOHNSON COUNTY W94° 15.14′ **EXECUTIVE TYGER** MOŔAY N38°41.00′ - W94°05.02′ N38° 57.29′ - W94° 22.59′ Turbojets Landing North: Turbojets Landing South: Expect to cross at 12000 Expect to cross at 12000 BUTLER **KRAZO** 115.9 BUM <u>-</u> R-098 N38°07.10′ Chan 106 W93°45.65' SPRINGFIELD 116.9 SGF **∷**±: Chan 116 N37°21.36′ W93°20.04′ L-16, H-5 NOTE: RADAR required NOTE: Chart not to scale. (NARRATIVE ON FOLLOWING PAGE)

C-3 22 OCT 2009 to 19 NOV 2009

(TYGER.TYGER6) 08101 TYGER SIX ARRIVAL KANSAS CITY, MISSOURI ST-780 (FAA) ARRIVAL DESCRIPTION SPRINGFIELD TRANSITION (SGF.TYGER6): From over SGF VORTAC via SGF R-332 to TYGER INT Thence LANDING KANSAS CITY INTL (MCI): Rwys 19L/R: From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence Rwys 1L/R: From over TYGER INT via MCI R-135 to TRIKE INT then via heading 290°. Thence. . . . Rwys 9, 27: From over TYGER INT via MCI R-135 to TRIKE INT. Thence. . . . LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1, 3: From over TYGER INT via MCI R-135 to TRIKE INT. Thence... Rwys 19, 21: From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence...

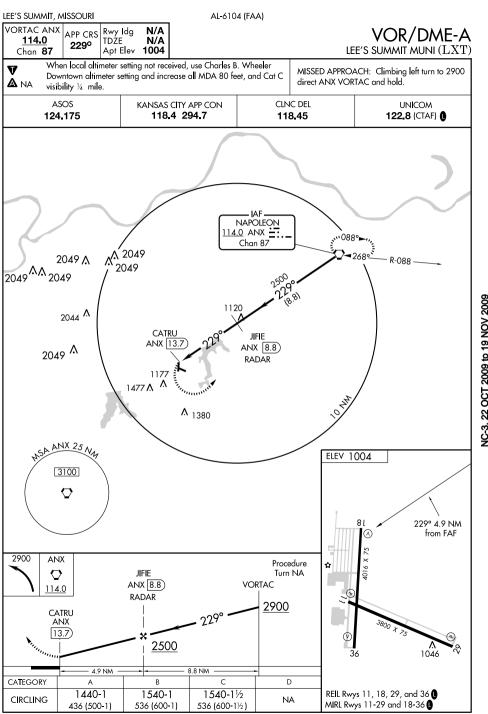
LANDING ST. JOSEPH/ROSECRANS MEMORIAL (STJ) and SHERMAN AAF (FLV):

ALL OTHER AIRPORTS: From over TYGER INT via MCI R-135 to TRIKE INT. Thence...

From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence...

....Expect radar vectors to final approach course.

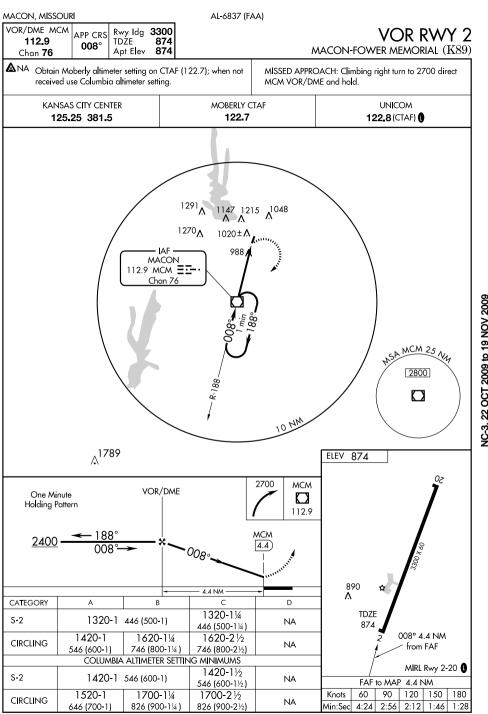
2. 2. 2. OCT 2009 to 19 NOV 2009

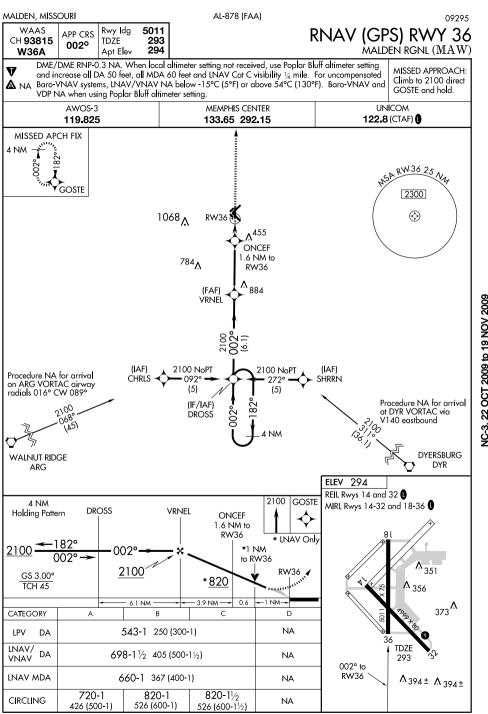


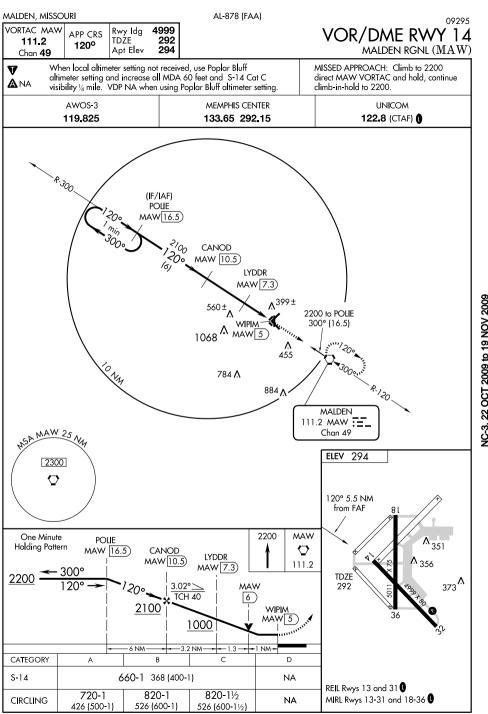
LEXINGTON, MISSOURI AL-6751 (FAA) VORTAC ANX 2925 Rwy Idg VOR/DME or GPS RWY 22APP CRS TDŹE 691 114.0 2270 LEXINGTON MUNI (4K3) Apt Elev 691 Chan **87** V Use Charles B. Wheeler Downtown altimeter setting. MISSED APPROACH: Climb to 2400 then right turn via ANX R-047 to ARNOS/17 DME and hold. KANSAS CITY CENTER UNICOM 135,575 323,15 122,7 (CTAF) (IAF) (MIMŚY) NSA ANX 25 Ny 3100 .R.O. A. 2400 227° (5) (CFGBP) NC-3 22 OCT 2009 to 19 NOV 2009 **∧**1125 (IAF) ARNOS ANX [17] **RW22** Tr. January **∧**1310 1040±[∧] ۸₁₁₅₀ NAPOLEON 114.0 ANX =: Λ₁₁₈₀ Chan 87 2400 61° (1) 10 NM <u>∧</u>1842 ELEV 691 R-088 227° 5.1 NM (IAF) from FAF Λ_{2046} (MIHTY) TDZE ARNOS 2400 ARNOS 691 ANX [17] Remain ANX ANX within 10 NM 17 2250 X 125 R-047 RW22 ANX 2400 11.9 2400 5.1 NM CATEGORY C D 1200-11/2 S-22 1200-1 509 (600-1) NA 509 (600-11/2) 1240-11/2 CIRCLING 1240-1 549 (600-1) NA LIRL Rwy 4-22 549 (600-11/2)

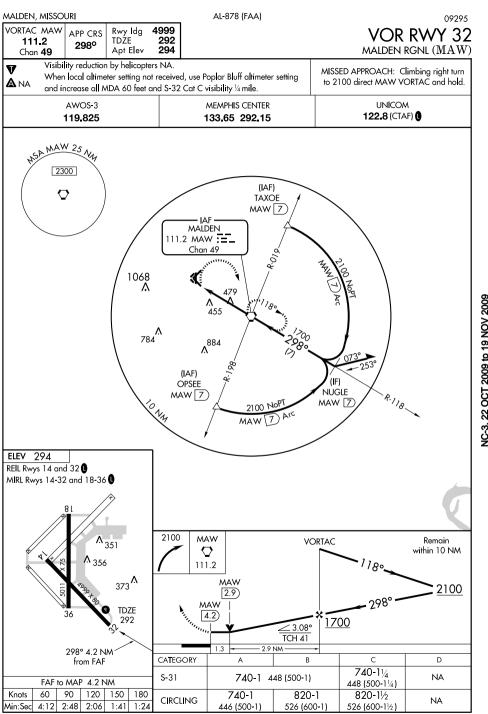
MACON, MISS	SOURI		AL-6837	(FAA)		
I NOON TE	wy Idg 3300 DZE 874 pt Elev 874	GPS RWY 2 macon-fower memorial (K89)				
Obtain Moberly altimeter setting on CTAF (122.7); when not received use Columbia altimeter setting. A NA				MISSED APPROACH: Climbing right turn to 2800 direct GUFEY WP and hold.		
l	KANSAS CITY CENTER 125.25 381.5		MOBERLY CTAF 122.7		UNICOM 122.8 (CTAF) (
One Minuth Holding Patte	2800 078° (7.11)	9 YOPP 2500 YOPP 2500 YOPP	(FAF) YOPPS VOVS	20± A	HALLSVILLE HIV ELEV 874	NC-3 22 OCT 2000 to 10 NOV 2000
CATEGORY	A	В	С	D	Å	
S-2	1320-1 4	46 (500-1)	1320-1¼ 446 (500-1½			
CIRCLING	1420-1	1620-1¼	1620-21/2	. NA	TDZE	
	546 (600-1) COLUMBI	746 (800-1¼) A ALTIMETER SETT	746 (800-2) ING MINIMU	2)	020° to 2 874	
S-2	1420-1 5	546 (600-1)	1420-1½ 546 (600-1)	(2) NA		
CIRCLING	1 <i>5</i> 20-1 646 (700-1)	1700-1¼ 826 (900-1¼)	1700-2¼ 826 (900-2)		MIRL Rwy 2-20 ()	

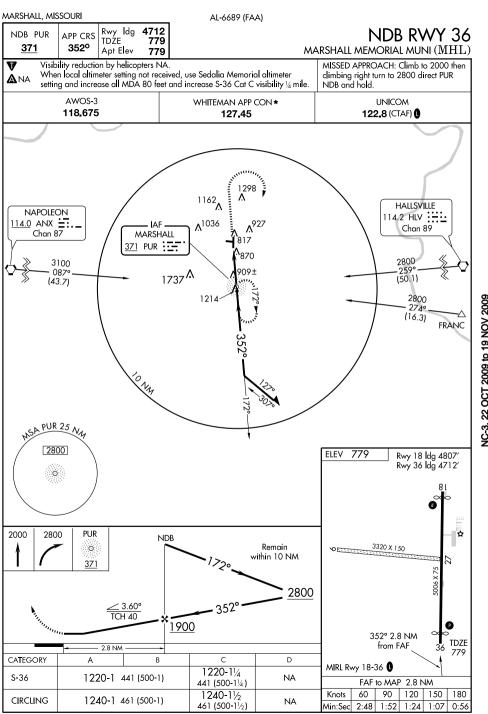
MACON, MISSOURI AL-6837 (FAA) VOR/DME MCM Rwy Idg 3300 OR/DME or GPS RWY 20 APP CRS TDŹE 874 112.9 1890 MACON-FOWER MEMORIAL (K89) Apt E**l**ev 874 Chan **76** ANA Obtain Moberly altimeter setting CTAF (122.7); when not MISSED APPROACH: Climb to 2700 direct to MCM VOR/DME received use Columbia altimeter setting. and hold KANSAS CITY CENTER MOBERLY CTAF UNICOM 125.25 381.5 122,7 122.8 (CTAF) 0 (IAF) 20016 LIBBI IRK [12.1) IAF. KIRKSVILLE 2700 NoPT 114.6 IRK <u>:-</u>. 189° (6.5) Chan 93 (IAF) CHESS MCM 19.9 2400 189 (70) AC-3 22 OCT 2009 to 19 NOV 2009 (RERZY) MCM 9.9 1291 1147 1215 **∧**1048 $\Lambda \Lambda$ ¹²⁷⁰∧ RW20 SP MCM 25 My 1020±4 MACON 988 **^** 112.9 MCM = -2800 Chan 76 2700 to Chess 009° (19.9) 874 **ELEV** R-188 189° 5 NM from FAF 50 TDZE CHESS 2700 MCM One Minute 874 MCM [19.9) Holding Pattern (RERZY) MCM 9.9 112.9 2.81° TCH 40 RW20 189° MCM 4.9 2400 5 NM 10 NM CATEGORY D 890 1560-21560-1 686 (700-1) S-20 NA 686 (700-2) 1560 - 11620-11/4 1620-21/4 CIRCLING NA 686 (700-1) 786 (800-11/4) 746 (800-21/4) COLUMBIA ALTIMETER SETTING MINIMUMS 1660-1 1660-11/4 1660-21/4 S-20 NA 786 (800-1) 786 (800-11/4) 786 (800-21/4) 1660-1 1700-11/4 1700-2 1/2 CIRCLING NA MIRL Rwy 2-20 (1) 786 (800-1) 826 (900-11/4) 826 (900-21/2)





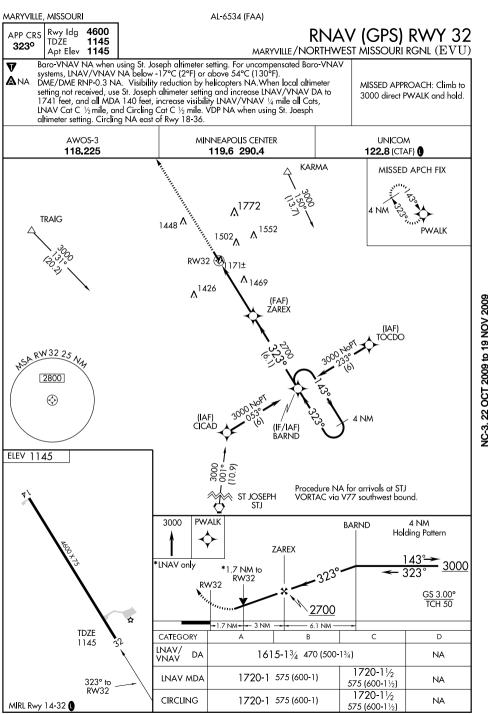


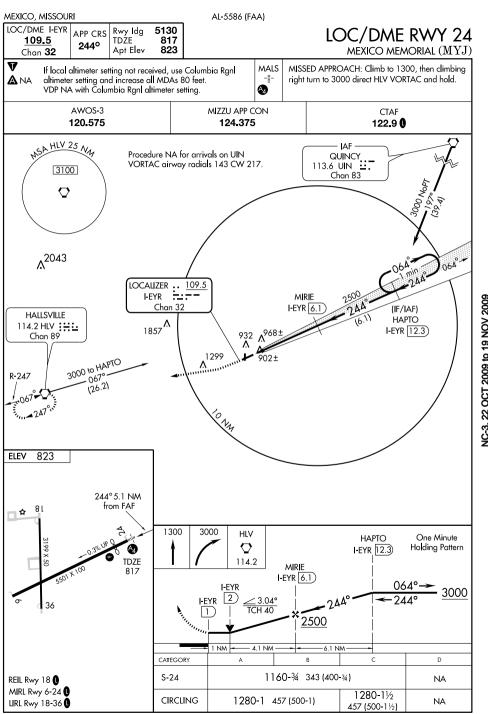


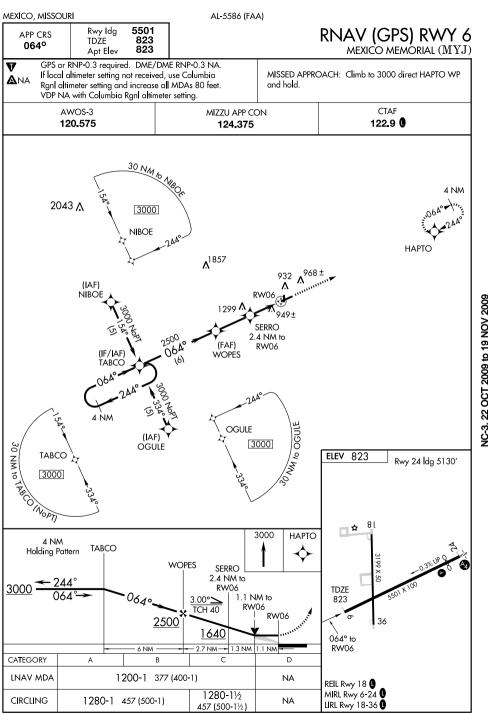


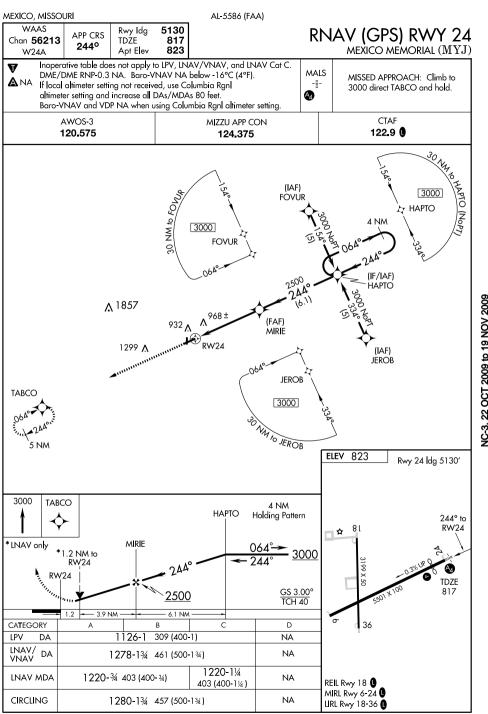
MARSHALL, MISSOURI AL-6689 (FAA) 4807 APP CRS Rwy Idg RNAV (GPS) RWY 18 TDŹE 779 1780 MARSHALL MEMORIAL MUNI (MHT.) Apt Elev 779 DME/DME RNP -0.3 NA Visibility reduction by helicopters NA. MISSED APPROACH: Climb to 3000 direct GOCOL **A**NA When local altimeter setting not received, use Sedalia Memorial altimeter setting and increase all MDA 80 feet. and hold. AWOS-3 WHITEMAN APP CON ★ UNICOM 118.675 127.45 122.8 (CTAF) 1 MM to GOXIV 4 NM 3000 (IF/IAF) GOXJY GOXJY 0889 268° (IAF) 3000 NoPT 3000 NoPT **ENEZO** 088° 268° (5) (5) (IAF) **KESVL** 2 **8** (5) (FAF) 2007 VOV 51 0109 to 19 NOV 2009 YISLU 1298 1162 088°→ NASSI 2.3 NM to **ENEZO** ¹⁰³⁶Λ 927 RW18 268° RW18_ VO NIM TO ENEZO 3000 KESVL **^** 870 30 NM to KES ₁₇₃₇م 3000 1214 1214 MISSED APCH FIX ELEV 779 Rwy 18 ldg 4807' Rwy 36 ldg 4712' **GOCOI** 178° to RW18 779 3000 VGSI and descent angles not coincident. GOCOL 4 NM **GOXJY** Holding Pattern 쇼 YISLU 3320 X 150 NASSI 2.3 NM to 27 3000 **RW18** 5006 X 75 178°° ≤3.37° **RW18** TCH 40 2600 1620 2.3 NM - 2.7 NM-CATEGORY Α LNAV MDA 1360 - 1581 (600-1) NA CIRCLING 1360-1 581 (600-1) NA MIRL Rwy 18-36 1

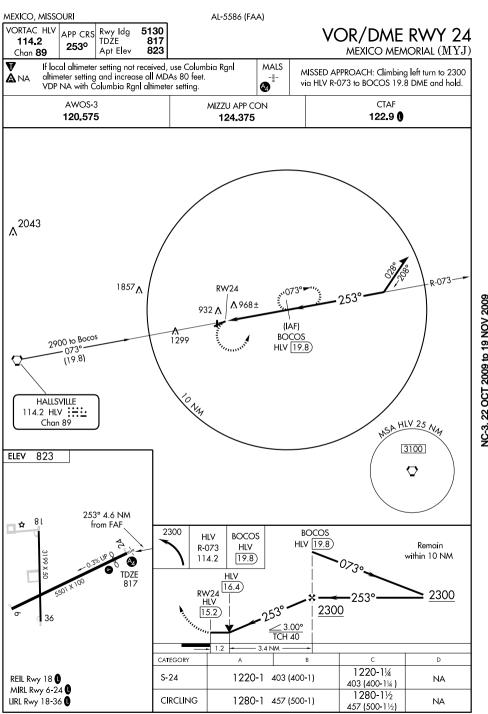
AL-6689 (FAA) MARSHALL, MISSOURI WAAS Rwy Ida 4712 RNAV (GPS) RWY 36 APP CRS CH 93907 TDŹE 779 3580 MARSHALL MEMORIAL MUNI (MHL) Apt Elev 779 W36A V Baro-VNAV NA when using Sedalia Memorial altimeter setting For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). MISSED APPROACH: Climb to 3000 DME/DME RNP- 0.3 NA. VDP NA when using Sedalia Memorial altimeter setting. direct GOXJY and hold. When local altimeter setting not received, use Sedalia Memorial altimeter setting and increase all DA 72 feet and all MDA 80 feet, increase LPV and LNAV/VNAV all Cats visibility 1/4 mile. AWOS-3 WHITEMAN APP CON * UNICOM 118,675 127.45 122.8 (CTAF) 1 MISSED APCH FIX 4 NM GOXJY ∧¹²⁹⁸ 1162**^** 39 HM to EVAPA **∧**¹⁰³⁶ RW36 30 NM to At AL 3100 1737_∧ OCAVA 22 22 OCT 2009 to 19 NOV 2009 909± 2.5 NM to EYAPA **RW36** 0889 1214 3000 (FAF) YEMBO **AKAHI** 2689 GOCOL 0889 268°-3000 NoPT 3000 NoPT (IAF) 3000 088° . AKAHI NM to GOCO 2689 (IAF) (5) (5) **EYAPA ELEV** 779 Rwy 18 ldg 4807' 300 NM to GOCOL (NOPT) 3900 (IF/IAF) Rwy 36 ldg 4712' ĠĠĊĠĹ 4 NM 4 NM GOCOL 3000 **GOXJY** Holding Pattern YFM_BO **OCAVA** ŵ 2.5 NM to 3000 *35*8° RW36 *LNAV only 3320 X 150 *1.1 NM to RW36 RW36 5006 X 75 GS 3.00° 2400 *1600 TCH 40 2.4 NM 6.1 NM -1.4 CATEGORY Α LPV 1029-1 250 (300-1) NA TDZE LNAV/ NA DA 1181-11/2 402 (500-11/2) VNAV 1180-11/4 358° to LNAV MDA 1180-1 401 (500-1) NA 401 (500-11/4) **RW36** 1240-11/2 CIRCLING 1240-1 461 (500-1) NA MIRL Rwy 18-36 461 (500-11/2)







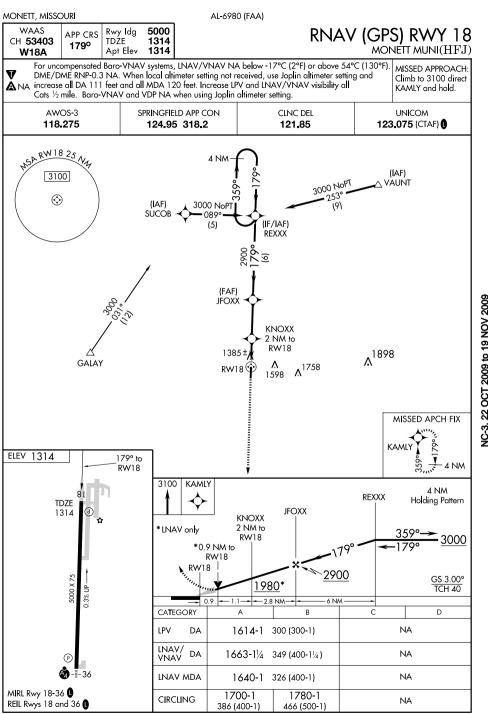


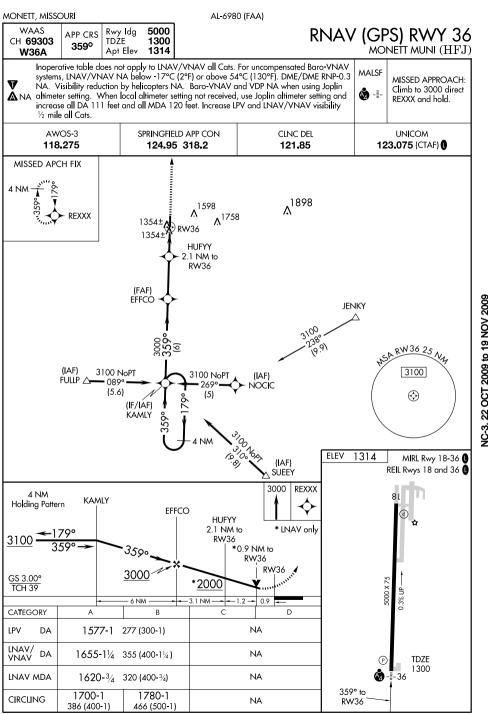


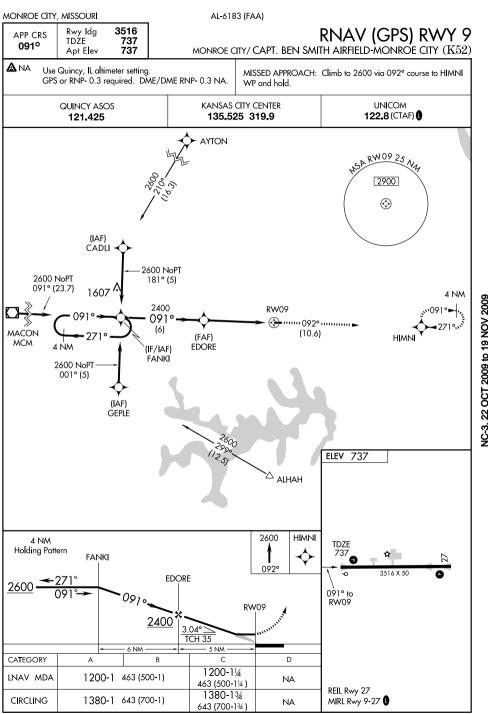
MOBERLY, MISSOURI AL-5976 (FAA) VOR/DME MCM Rwy Idg N/A VOR/DME or GPS-A APP CRS 112.9 TDŹE N/A 162° MOBERLY/ OMAR N. BRADLEY (MBY) Apt Elev 867 Chan **76** Obtain local altimeter setting on CTAF; when not MISSED APPROACH: Climbing left turn to 2400 direct A NA received use Columbia altimeter setting. MCM VOR/DME and hold. COLUMBIA RADIO AWOS-3 UNICOM 120,025 122.1R 122.7 (CTAF) 0 NoPT for Arrivals on MCM IAF VOR/DME Airway Radials MACON 252 CW 072. 112.9 MCM =-Chan 76 NC-3 22 OCT 2009 to 19 NOV 2009 SA MCM 25 M **TARKI** MCM (6) 3000 1789 (MAFMA) ELEV **1**1130 867 ∧¹²¹⁹ 162° 5.4 NM 1224 Λ ∆¹¹⁵⁸ from FAF **^** 1375 2400 MCM A 6 Remain VOR/DME 888± within 10 NM TARKI 112.9 MCM 6 (MAFMA) 2400 ·162° MCM [11.4] 2400 6 NM 5.4 NM CATEGORY Α 1500-2 1380-11/2 CIRCLING 1380-1 513 (600-1) 513 (600-11/2) 633 (700-2) COLUMBIA ALTIMETER SETTING REIL Rwys 13 and 31 1600-21/4 1440-11/2 CIRCLING 1440-1 573 (600-1) MIRL Rwys 5-23 and 13-31 573 (600-11/2) 733 (800-21/4)

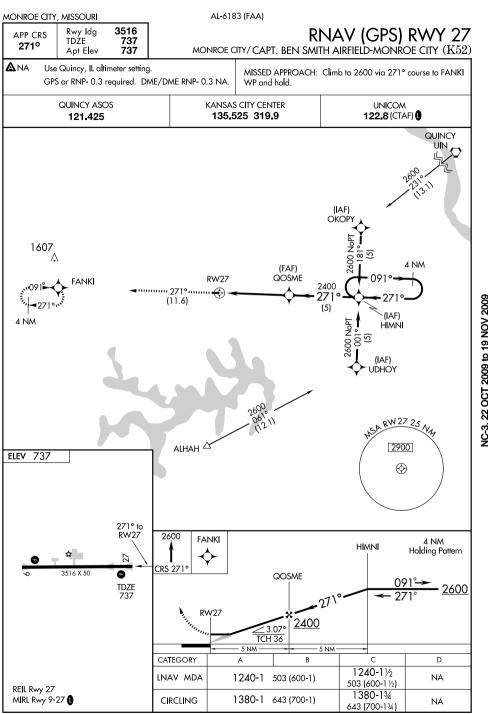
NC-3 22 OCT 2009 to 19 NOV 2009

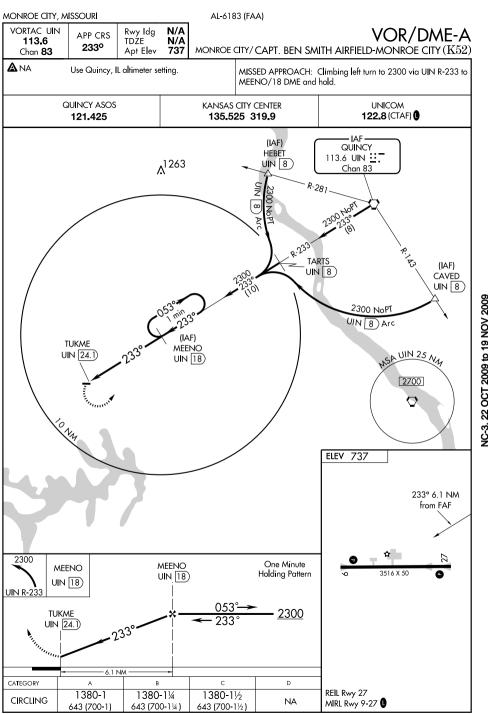
MOBERLY, MISSOURI AL-5976 (FAA) VOR/DME MCM Rwy Idg 4270 VOR/DME RNAV or GPS RWY 31 APP CRS 112.9 TDŹE 866 303° MOBERLY/OMAR N. BRADLEY (MBY) Apt Elev 867 Chan **76** Obtain local altimeter setting on CTAF; when not MISSED APPROACH: Climb to 2500 direct DRADE WP A NA available use Columbia altimeter setting. and hold UNICOM AWOS-3 COLUMBIA RADIO 122.7 (CTAF) 1 120,025 122.1R MACON 112.9 MCM ==-Chan 76 MAP RW31 N39°27.59′W92°25.28′ 112.9 MCM 160.0°-12.0 DRADE N39°33.08′W92°34.12′ 112.9 MCM 207.0°-7.4 (FAF) - 870 -AC-3 22 OCT 2009 to 19 NOV 2009 Λ 1130 (REWAK) 5 NM from MAP WP Λ1219 N39°24.45′W92°20.24′ 1224 A 1158 1375 2500 4 NM (3) IAF **VETTS** N39°22.57′W92°17.23′ 112.9 MCM 145.0°-19.0 870 ^²⁰⁴³ **ELEV** 867 (IAF) HALLSVILLE 2500 DRADE (REWAK) VETTS 4 NM 5 NM from WP Holding Pattern MAP WP RW31 2500 A & MAP WP 303 2500 888± ∠2.99° 3.3 NM 3 NM -TDZE CATEGORY 866 1460-11/2 1460-134 1460-1 594 (600-1) S-31 594 (600-11/2) 594 (600-1%) 1500-134 1500 - 2CIRCLING 1500-1 634 (700-1) 634 (700-1%) 634 (700-2) 303° to COLUMBIA ALTIMETER SETTING MINIMUMS MAP WP 1640-1 1640-11/4 1640-21/4 1640-21/2 S-31 774 (800-1) 774 (800-11/4) 774 (800-21/4) 744 (800-21/2) REIL Rwys 13 and 31 1640-21/4 1680-234 1640-1 1640-11/4 CIRCLING MIRL Rwys 5-23 and 13-31 774 (800-1) 774 (800-21/4) 814 (900-234) 774 (800-11/4)

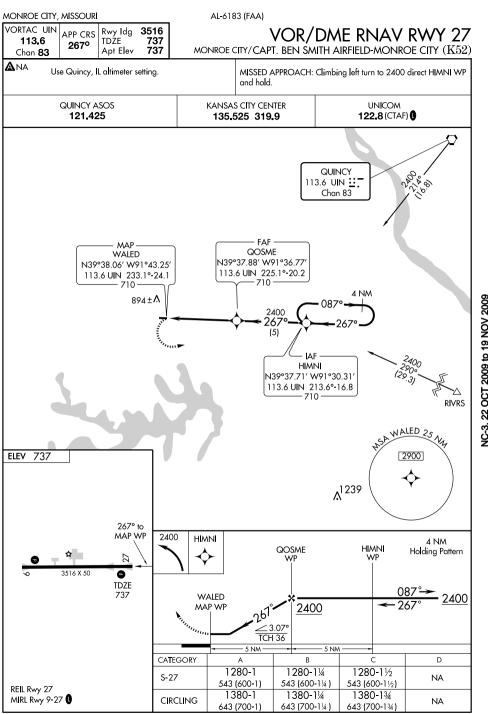


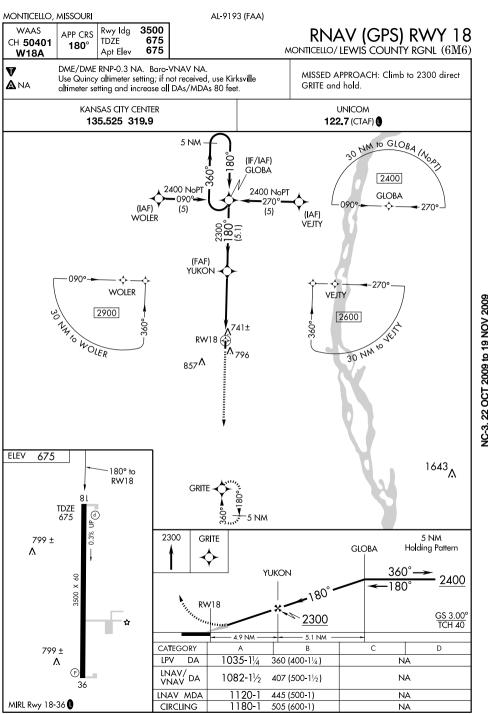


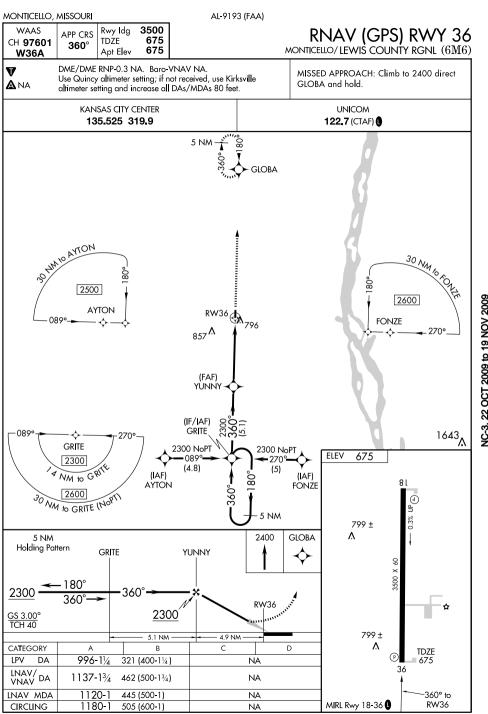


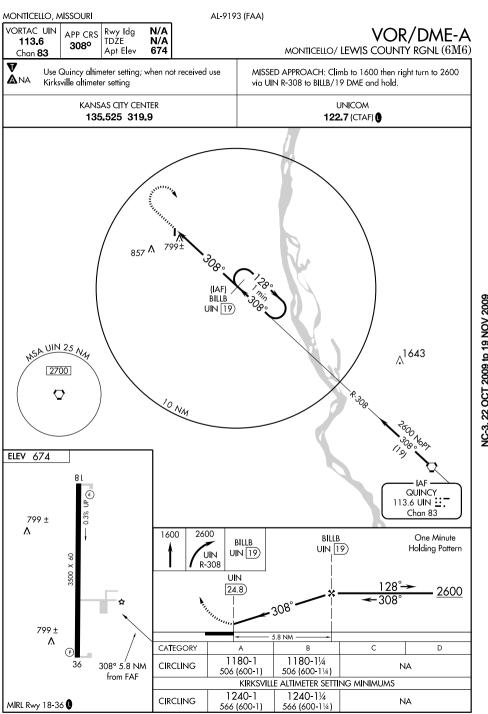


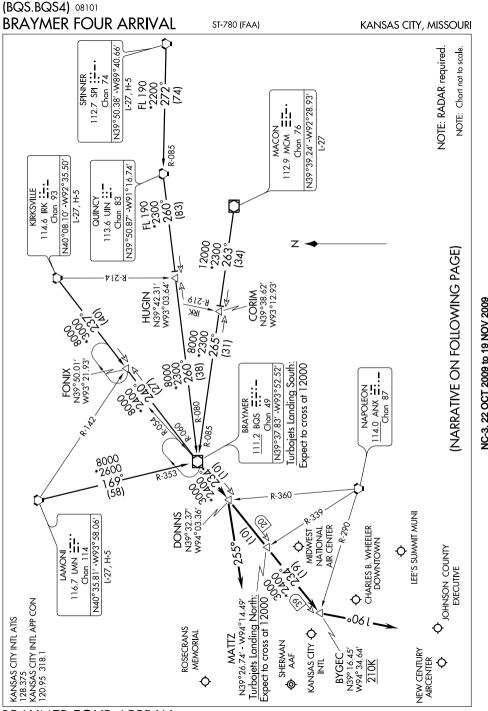












(BQS.BQS4) 08101 BRAYMER FOUR ARRIVAL

ST-780 (FAA)

KANSAS CITY, MISSOURI

ARRIVAL DESCRIPTION

KIRKSVILLE TRANSITION (IRK.BQS4): From over IRK VORTAC via IRK R-237 to FONIX INT, then via BQS R-060 to BQS VOR/DME. Thence. . . .

LAMONI TRANSITION (LMN.BQS4): From over LMN VORTAC via LMN R-169 and BQS R-353 to BQS VOR/DME. Thence. . . .

MACON TRANSITION (MCM.BQS4): From over MCM VOR/DME via MCM R-263 to CORIM INT, then via BQS R-085 to BQS VOR/DME. Thence. . . .

SPINNER TRANSITION (SPI.BQS4): From over SPI VORTAC via SPI R-272 and UIN R-085 to UIN VORTAC, then via UIN R-260 to HUGIN INT, then via BQS R-080 to BQS VOR/DME. Thence. . . .

LANDING KANSAS CITY INTL: Rwys 1L/R: From over BQS VOR/DME via BQS R-234 to BYGEC INT then via

heading 190°. Thence. . . . Rwys 19L/R: From over BQS VOR/DME via BQS R-234 to DONNS INT then via

heading 255°. Thence. . . .

Rwys 9, 27: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

LANDING CHARLES B. WHEELER DOWNTOWN (MKC): Rwys 1,3: From over BQS VOR/DME via BQS R-234 to BYGEC INT then via

heading 190°. Thence. . . .

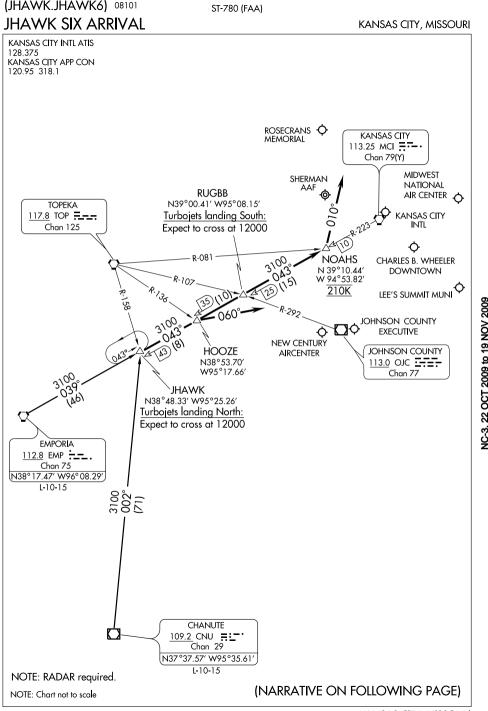
Rwys 19,21: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

LANDING OLATHE/JOHNSON COUNTY EXECUTIVE (OJC) and OLATHE/NEW CENTURY AIRCENTER (IXD): From over BQS VOR/DME via

BQS R-234 to BYGEC INT then via heading 190°. Thence. . . . ALL OTHER AIRPORTS: From over BQS VOR/DME via BQS R-234 to DONNS

INT. Thence. Expect radar vectors to final approach course.

MOSBY, MISSOURI AL-9229 (FAA) LOC/DME I-CUE Rwy Ida 5504 ILS or LOC/DME RWY 18 APP CRS 110.55 TDŹE 777 1840 MOSBY/MIDWEST NATIONAL AIR CENTER (GPH) Apt Elev 777 Chan 42 (Y) Obtain local altimeter setting on CTAF; when not received use Kansas MISSED APPROACH: Climb to 1400 then climbing City Intl altimeter setting and increase DA 79 feet and all visibilities 1/4 **A**NA left turn to 2900 direct ANX VORTAC and hold. mile; increase all MDAs 80 feet, and circling visibility Cat C ¼ mile. CLNC DEL KANSAS CITY APP CON UNICOM 118.2 122.7 (CTAF) 0 118.4 IAF NSA ANX 25 NA BRAYMER 111.2 BQS-Chan 49 2800 NOPT 3100 249° (19.6) (IF/IAF) OSRAF INT R-249 I-CUE 12.6 ALTERNATE MISSED APCH FIX BRAYMER BQS **Ξ ∷**:-111.2 Chan 49 84 1.9 CIREH NC-3, 22 OCT 2009 to 19 NOV 2009 R-220 I-CUE (6.6) **HOBVO** 1222 I-CUE 3.1 LOCALIZER 110.55 . 1019± I-CUE ∷:-· Chan 42(Y 1100 MISSED APCH FIX R-319 2800 (27) ELEV 777 NAPOLEON 184° 5.5 NM ANX ::. TDZE 81 from FAF NAPOLEON 114.0 114.0 ANX =: 777 Chan 87 Chan 87 1425 OSRAF INT ANX 1400 2900 One Minute I-CUE 12.6 \Diamond Holding Pattern **CIREH** 114.0 I-CUE (6.6) HOBVO I-CUE 3.1 2600 I-CUE I-CUE GS 3.00° 1.1 2.3 TCH 51 VGSI and ILS glidepath 1460 2600 not coincident. -1.2 NM --- 0.8-- 3.5 NM-6.1 NM CATEGORY 977-3/4 200 (200-3/4) NA S-ILS 18 1280-11/2 1280-1 503 (600-1) S-LOC 18 NA 503 (600-11/2) HIRL Rwy 18-36 0 1320-11/2 CIRCLING NA 1300-1 523 (600-1) REIL Rwys 18 and 36 (543 (600-11/2)



ST-780 (FAA)

KANSAS CITY, MISSOURI

22 OCT 2009 to 19 NOV 2009

ARRIVAL DESCRIPTION

CHANUTE TRANSITION (CNU.JHAWK6): From over CNU VOR/DME via CNU R-002 to IHAWK INT Thence

EMPORIA TRANSITION (EMP.JHAWK6): From over EMP VORTAC via EMP R-039 and MCLR-223 to JHAWK INT. Thence.

LANDING KANSAS CITY INTL (MCI):

Rwys 19L/R: From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence.... Rwys 1L/R: From over JHAWK INT via MCI R-223 to HOOZE INT then via heading

060°. Thence....

Rwys 9, 27: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...

LANDING CHARLES B. WHEELER DOWNTOWN (MKC): Rwys 1, 3: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...

Rwys 19, 21: From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence...

LANDING ST. JOSEPH/ROSECRANS MEMORIAL (STJ) AND SHERMAN AAF (FLV):

From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence

ALL OTHER AIRPORTS: From over JHAWK INT via MCI R-223 to HOOZE INT.

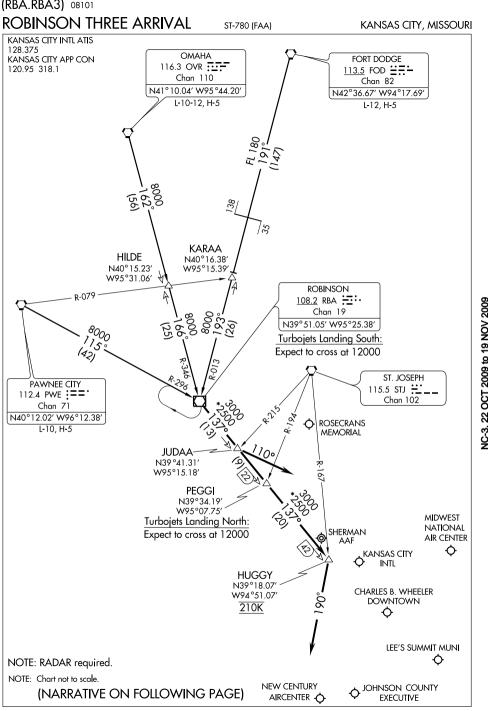
Thence...

....Expect radar vectors to final approach course.

MOSBY, MISSOURI AL-9229 (FAA) WAAS Rwy Idg 5504 APP CRS RNAV (GPS) RWY 18 CH **70323** TDŹE 777 1840 MOSBY/MIDWEST NATIONAL AIR CENTER (GPH) W18A Apt Elev For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) V or above 54°C (130°F). DME/DME RNP- 0.3 NA. **A**NA Baro-VNAV and VDP NA when using Kansas City Intl altimeter setting. MISSED APPROACH: Climb to 2700 Obtain local altimeter setting on CTAF; when not received, use Kansas City Intl direct WEXAL and hold. altimeter setting and increase all DAs 79 feet and all LPV and LNAV/VNAV visibilities ¼ mile; increase all MDAs 80 feet and circling visibility Cat C ¼ mile. KANSAS CITY APP CON CLNC DEL 118.2 UNICOM 122.7 (CTAF) 0 118.4 Procedure NA for arrivals at LASSO via V159 southeast bound, and via V502 northeast bound. 2700 260° (9.2) OŠRAI (FAF) ĊIREĤ **HOBVO** NSA RW 18 25 Ny 2 NM to **∧**1222 1019± RW18 **∧** 999± 3100 Λ 1100 RW18 (Δ1397 **(** MISSED APCH FIX ELEV 777 WEXAL 184° to RW18 TDZE 777 2700 VGSI and RNAV alidepath not coincident. **OSRAF** WEXAL CIREH **HOBVO** 2700 *LNAV only *1.2 NM to Procedure RW18 **RW18** Turn NA 2600 GS 3.00° 1460* TCH 51 1.2 NM 0.8 NM 6.1 NM 3.5 NM CATEGORY С D LPV DA 1189-11/2 412 (500-11/2) NA LNAV/ DΑ 1324-2 547 (600-2) NA VNAV 1280-11/5 **LNAV MDA** 1280-1 503 (600-1) NA 503 (600-11/2) HIRL Rwy 18-36 $1320 - 1\frac{1}{2}$ CIRCLING 1300-1 523 (600-1) NA REIL Rwys 18 and 36 543 (600-11/2)

2.5. 2.2 OCT 2009 to 19 NOV 2009

MOSBY, MISSOURI AL-9229 (FAA) WAAS Rwy Idg 5504 RNAV (GPS) RWY 36 APP CRS TDŹE 776 CH 86409 004° MOSBY/MIDWEST NATIONAL AIR CENTER (GPH) Apt Elev 777 W36A 77 DME/DME RNP-0.3 NA. Baro-VNAV NA when using Kansas City Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or $oldsymbol{A}$ na above 54°C (130°F). Visibility reduction by helicopters NA. MISSED APPROACH: Climb to Obtain local altimeter setting on CTAF; when not received use Kansas City Intl altimeter 2700 direct OSRAF and hold. setting and increase all DA 79 feet and all LPV and LNAV/VNAV visibilities ¼ mile; increase all MDA 80 feet and LNAV and Circling Cat C visibility ¼ mile. VDP NA when using Kansas City Intl altimeter setting. LINICOM KANSAS CITY APP CON CLNC DEL 118.4 118.2 122.7 (CTAF) (**∆**1372 MISSED APCH FIX **BRAYMER** BQS 4 NM Λ1222 Λ1100 RW36 **∧**979± 999± SARW 36 25 Ny ZAGRI 2.6 NM to 2.5.3 22 OCT 2009 to 19 NOV 2009 . 1059± **RW36** 3100 Procedure NA for arrivals at BQS VOR/DME (FAF) via V502 northeast bound. IJUBÓ \Diamond Procedure NA for arrivals at ANX VORTAC via V10-12 northeast bound (IF/IAF) 2700 NoPT WEXAL (5)(IAF) SUPEE 1842 ∴ 777 **ELEV** NAPOLEON ANX OSRAF 2700 WFXAI 4 NM **JUBO** Holding Pattern ZAGRI 2.6 NM to RW36 *LNAV only *1.4 NM to RW36 RW36 GS 3.00° 2400 *1640 TCH 45 2.3 NM -6.1 NM **-12**-CATEGORY Α В C D 1105-11/4 NA LPV 329 (400-11/4) DA TDZE 776 LNAV/ DA 1341-2 NA 565 (600-2) VNAV 1260-11/4 NA LNAV MDA 1260-1 484 (500-1) 004° to 484 (500-11/4) RW36 HIRL Rwy 18-36 1320-11/2 CIRCLING 1300-1 523 (600-1) NA REIL Rwys 18 and 36 543 (600-11/2)



ARRIVAL DESCRIPTION

FORT DODGE TRANSITION (FOD.RBA3): From over FOD VORTAC via FOD R-191 and RBA R-013 to RBA VOR/DME. Thence. . . .

OMAHA TRANSITION (OVR.RBA3): From over OVR VORTAC via OVR R-162 and

RBA R-346 to RBA VOR/DME. Thence. . . .
PAWNEE CITY TRANSITION (PWE.RBA3): From over PWE VORTAC via PWE R-115

and RBA R-296 to RBA VOR/DME. Thence. . . .

LANDING KANSAS CITY INTL:

Rwys 1L/R: From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence....

Rwys 19L/R: From over RBA VOR/DME via RBA R-137 to JUDAA INT then via heading 110°. Thence....

Rwys 9, 27: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

LANDING CHARLES B. WHEELER DOWNTOWN (MKC): Rwys 1, 3: From over RBA VOR/DME via RBA R-137 to HUGGY INT then via

heading 190°. Thence...

Rwys 19, 21: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

LANDING OLATHE/JOHNSON COUNTY EXECUTIVE (OJC) and OLATHE/ NEW

CENTURY AIRCENTER (IXD): From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence...

ALL OTHER AIRPORTS: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

Inence...

.... Expect radar vector to final approach course.

1

(TYGER.TYGER6) 08101 TYGER SIX ARRIVAL KANSAS CITY, MISSOURI ST-780 (FAA) KANSAS CITY INTLATIS 128.375 KANSAS CITY INTL APP CON **ROSECRANS** 120 95 318 1 MEMORIAL Ò KANSAS CITY 113.25 MCI = --Chan 79(Y) SHERMAN MIDWEST NATIONAL AIR CENTER AAF KANSAS CITY SLABB INTL N39°10.26′ W94°36.71′ 210K NAPOLEON CHARLES B. WHEELER R-275 -114.0 ANX ::.. DOWNTOWN LEE'S SUMMIT _____ Chan 87 MUNI **NEW CENTURY AIRCENTER** TRIKE N38° 50.41′ Ò JOHNSON COUNTY W94° 15.14′ **EXECUTIVE TYGER** MOŔAY N38°41.00′ - W94°05.02′ N38° 57.29′ - W94° 22.59′ Turbojets Landing North: Turbojets Landing South: Expect to cross at 12000 Expect to cross at 12000 BUTLER **KRAZO** 115.9 BUM <u>-</u> R-098 N38°07.10′ Chan 106 W93°45.65' SPRINGFIELD 116.9 SGF **∷**±: Chan 116 N37°21.36′ W93°20.04′ L-16, H-5 NOTE: RADAR required NOTE: Chart not to scale. (NARRATIVE ON FOLLOWING PAGE)

C-3 22 OCT 2009 to 19 NOV 2009

(TYGER.TYGER6) 08101 TYGER SIX ARRIVAL KANSAS CITY, MISSOURI ST-780 (FAA) ARRIVAL DESCRIPTION SPRINGFIELD TRANSITION (SGF.TYGER6): From over SGF VORTAC via SGF R-332 to TYGER INT Thence LANDING KANSAS CITY INTL (MCI): Rwys 19L/R: From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence Rwys 1L/R: From over TYGER INT via MCI R-135 to TRIKE INT then via heading 290°. Thence. . . . Rwys 9, 27: From over TYGER INT via MCI R-135 to TRIKE INT. Thence. . . . LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1, 3: From over TYGER INT via MCI R-135 to TRIKE INT. Thence... Rwys 19, 21: From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence...

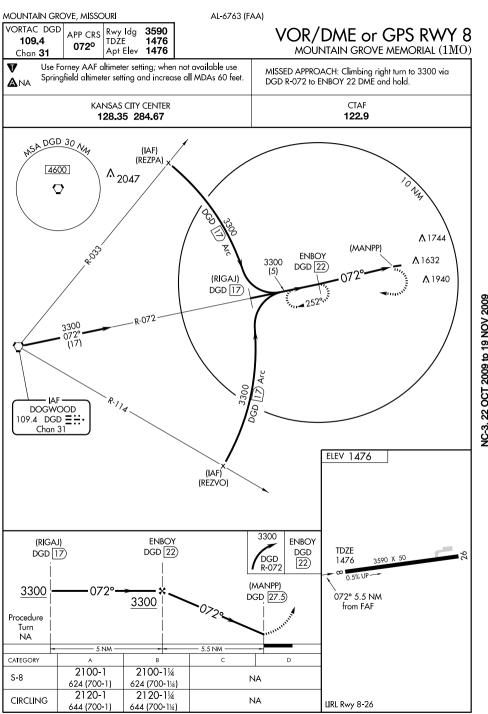
LANDING ST. JOSEPH/ROSECRANS MEMORIAL (STJ) and SHERMAN AAF (FLV):

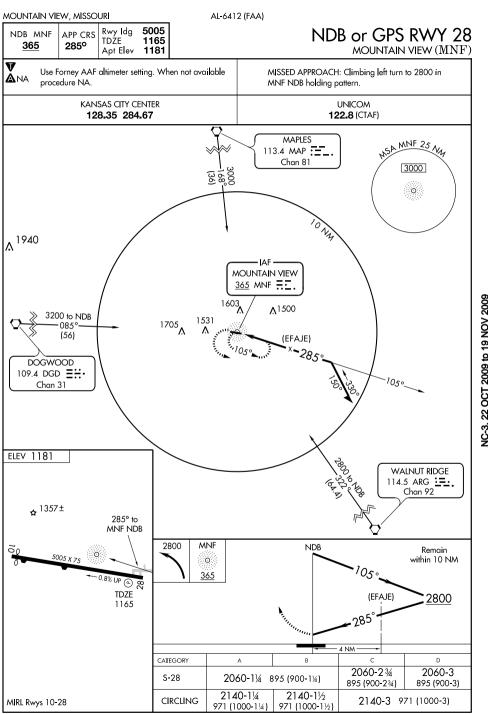
ALL OTHER AIRPORTS: From over TYGER INT via MCI R-135 to TRIKE INT. Thence...

From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence...

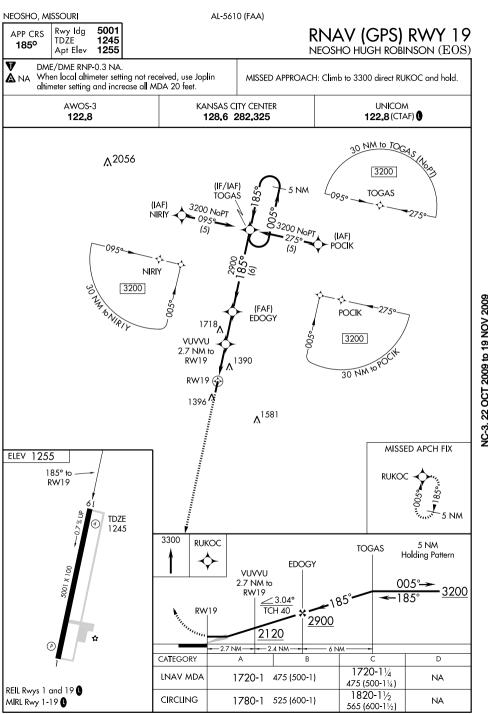
....Expect radar vectors to final approach course.

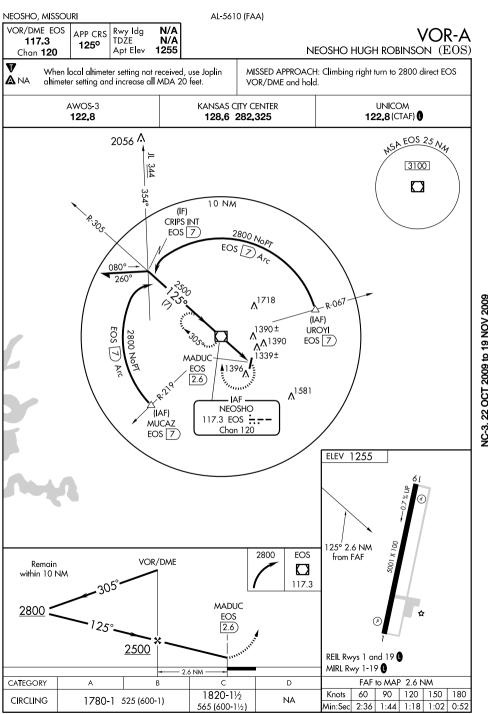
2. 2. 2. OCT 2009 to 19 NOV 2009

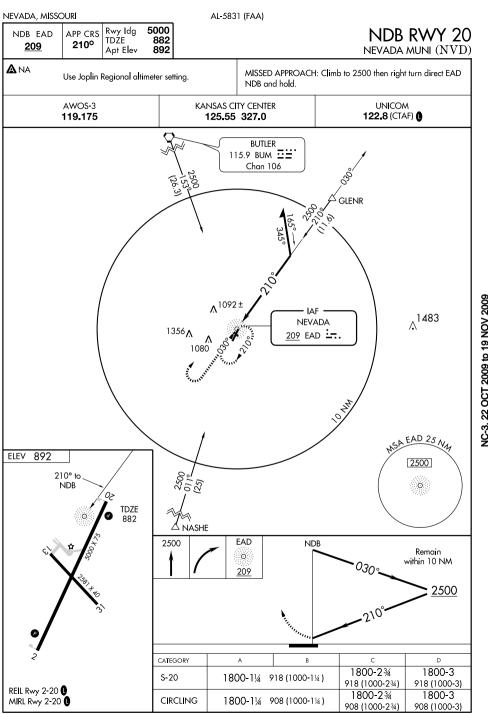


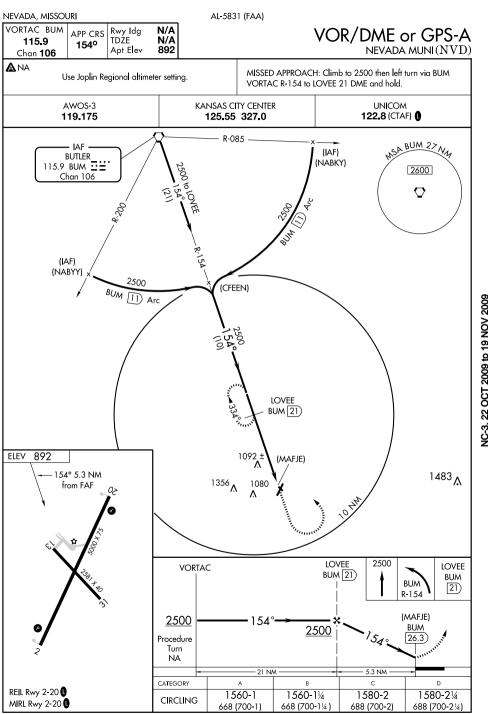


NEOSHO, MISSOURI AL-5610 (FAA) WAAS 5001 Rwy Idg RNAV (GPS) RWY 1 APP CRS CH 99302 TDŹE 1255 005° NEOSHO HUGH ROBINSON (EOS) Apt Elev 1255 W01A Baro-VNAV NA 77 DME/DME RNP- 0.3 NA. A NA MISSED APPROACH: Climb to 3200 direct TOGAS and hold. Visibility reduction by helicopters NA. When local altimeter setting not received, use Joplin altimeter setting and increase all DA 15 feet/MDA 20 feet. AWOS-3 KANSAS CITY CENTER UNICOM 122.8 128.6 282.325 122.8 (CTAF) 0 MISSED APCH FIX 1718 **1**390 30 HM to JIKUV RW01 1396 ۸¹⁵⁸¹ NC-3, 22 OCT 2009 to 19 NOV 2009 3300 1548 (FAF) KIGEC 3300 LIYKI (IAF) 3300 NoPT 3300 NoPT (5) (IAF) LIYKI (5) **RUKOC** (IF/IAF) RUKOĆ 3300 NAM TO RUKOC (NOPT 1255 REIL Rwys 1 and 19 1 MIRL Rwy 1-19 1 3200 **TOGAS** 61 5 NM RUKOC Holding Pattern **KIGEC** 3300 0050 RW01 GS 3.00° 2900 TCH 31 6 NM 5 NM -CATEGORY D 347 (400-11/4) LPV DA 1602-11/4 NA **TDZE** 1255 LNAV/ DA 1719-13/4 464 (500-13/4) NA VNAV 1880-13/4 LNAV MDA 1880-1 625 (700-1) NA 625 (700-13/4) 005° to RW01 1880-13/4 CIRCLING 1880-1 625 (700-1) NA 625 (700-13/4)

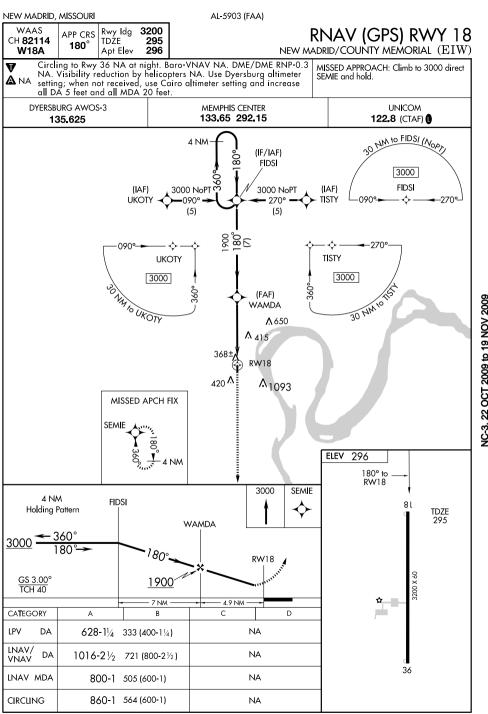




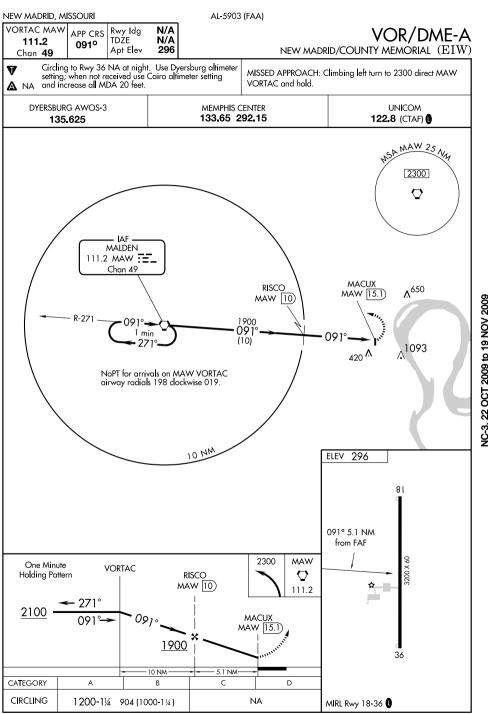


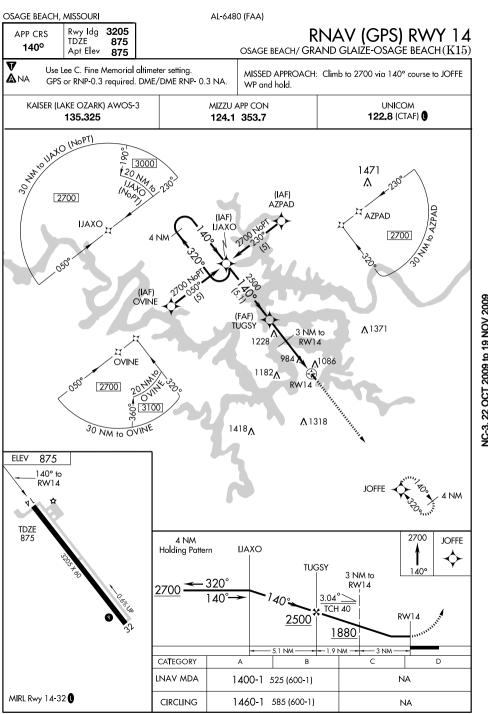


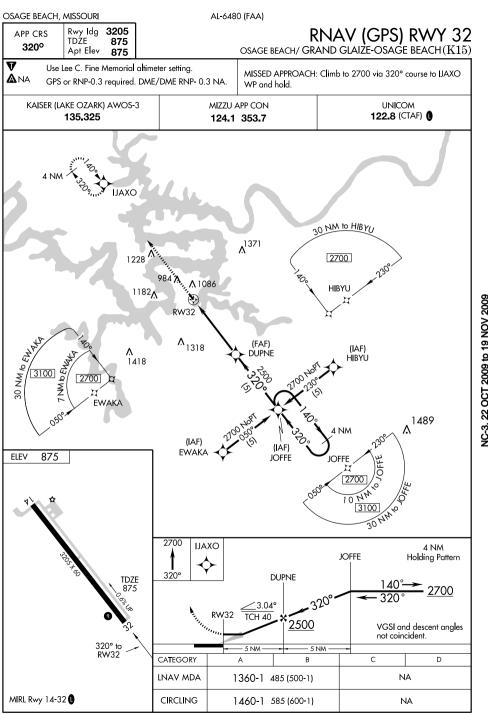
NEVADA, MISSOURI AL-5831 (FAA) VORTAC BUM 5000 Rwy Idg VOR/DME RNAV or GPS RWY 20 APP CRS 882 115.9 TDŹE 200° NEVADA MUNI (NVD) Apt Elev 892 Chan 106 $oldsymbol{A}$ na MISSED APPROACH: Climb to 2500 then left turn direct STARE Use Joplin Regional altimeter setting. WP and hold. AWOS-3 KANSAS CITY CENTER UNICOM 119.175 125.55 327.0 122,8 (CTAF) 0 ΙAF BUTLER 115.9 BUM **Ξ**Ξ **AUGIE** Chan 106 N38°14.80′-W93°44.16′ 115.9 BUM 085.2°-35.6 890 IAF STARE N37°59.60′-W94°12.96′ 115.9 BUM 135.3°-21.1 (FAF) NC-3 22 OCT 2009 to 19 NOV 2009 890 (EFAZY) 4 NM from MAP WP N37°55.12′-W94°15.78′ Λ^{1092±} △1483 MAP 1356_A 1080 MOSSI N37°51.54′-W94°18.04′ 115.9 BUM 153.2°-26.3 890 MSA MOSSI 25 Ny 2500 892 **ELEV** 200° to MAP WP NASHE N37°27.67′-W94°27.49′ **TDZE** 115.9 BUM 171.3°-48.6 882 890 -2500 STARE STARE 4 NM WP Holding Pattern (EFAZY) 4 NM from MAP WP 2500 200° MOSSI MAP WP 2200 <u>∠</u> 2.99° 1.9 NM --2.1 NM-- 5 NM -CATEGORY D 1540-11/4 1540-134 1540-2 1540-1 S-20 658 (700-1) 658 (700-11/4) 658 (700-1%) 658 (700-2) REIL Rwy 2-20 0 1540-1 1540-11/4 1580-2 1580-21/4 **CIRCLING** MIRL Rwy 2-20 **(** 648 (700-1) 648 (700-11/4) 688 (700-21/4) 688 (700-2)

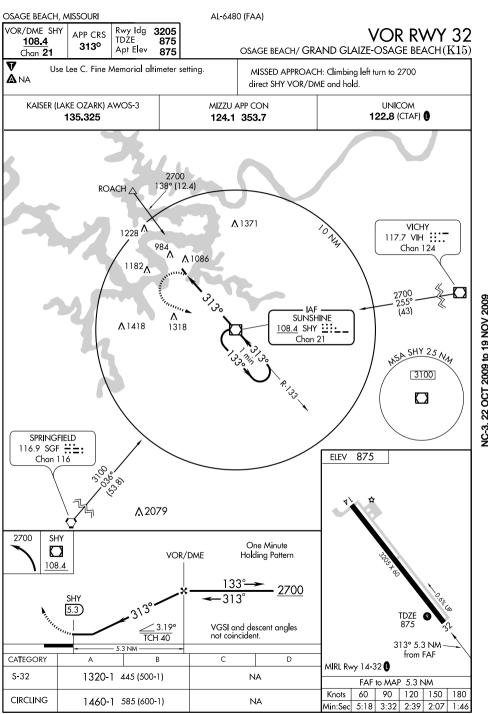


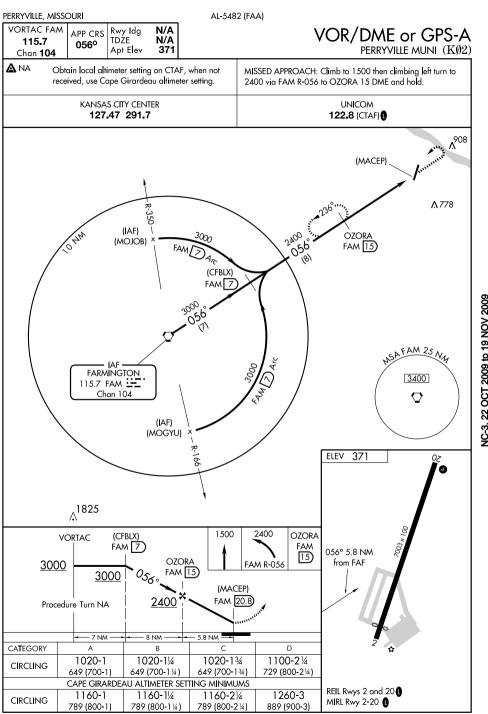
NEW MADRID, MISSOURI AL-5903 (FAA) 3200 WAAS Rwy Idg RNAV (GPS) RWY 36 APP CRS CH 56414 TDŹE 296 360° NEW MADRID/COUNTY MEMORIAL (EIW) W36A Apt Elev 296 Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by V helicopters NA. Use Dyersburg altimeter setting; when not received, use Cairo altimeter setting and increase all DA 5 feet and all MDA MISSED APPROACH: Climb to 3000 direct FIDSI and hold. 20 feet. Straight-in/Circling to Rwy 36 NA at night. **DYERSBURG AWOS-3** MEMPHIS CENTER UNICOM 135.625 133.65 292.15 122.8 (CTAF) (MISSED APCH FIX 4 NM ⁶⁵⁰∧ FIDSI ♠ RW36 420 A Λ_{1093} 30 NM to HIMOL 30 HM to ZADUL 587 80° (FAF) 3000 3000 MIZPI AC-3 22 OCT 2009 to 19 NOV 2009 ZADUL HIMON 380% (IAF) 3000 NoPT 3000 NoPT ZÄDÚL (IAF) (5) (5) HÌMƠN 0909 -270 (IF/IAF) SEMIE SEMIE 3000 **ELEV** 296 30 NM to SEMIE INOPT 3000 FIDS 4 NM **SEMIE** Holding Pattern MIZPI 3000 ³60°. RW36 3200 X 60 GS 3.00° 1900 TCH 45 7 NM 4.8 NM CATEGORY C D LPV DA 668-11/4 NA 372 (400-11/4) **TDZE** LNAV/ 296 NA DA 900-21/4 604 (700-21/4) 36 VNAV LNAV MDA 820-1 NA 524 (600-1) 360° to **CIRCLING** 860-1 564 (600-1) NA RW36



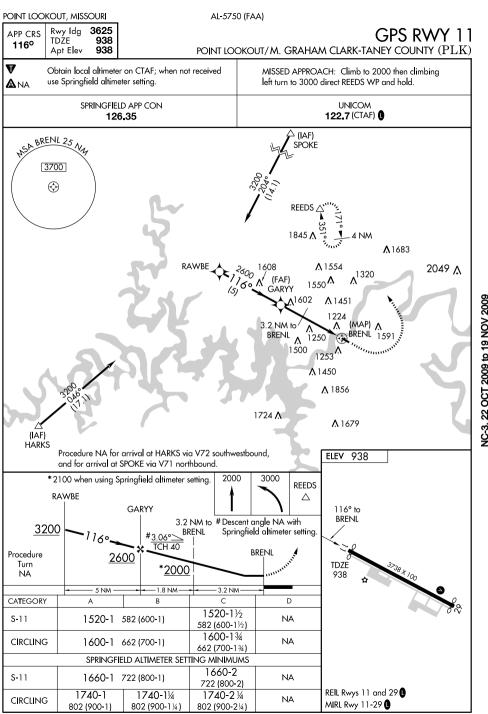




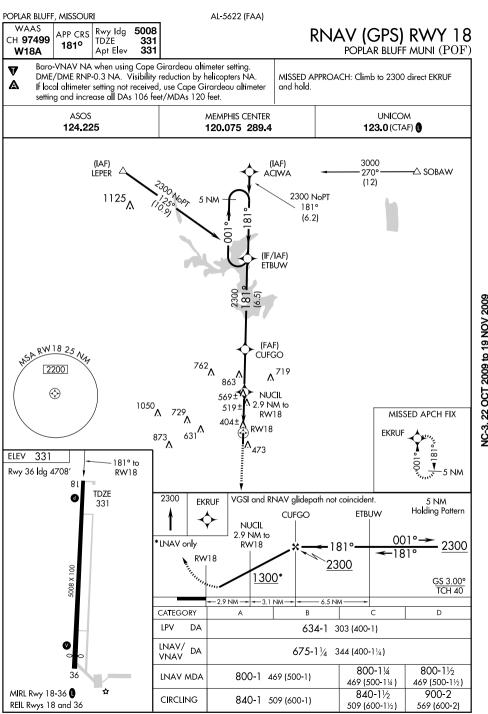


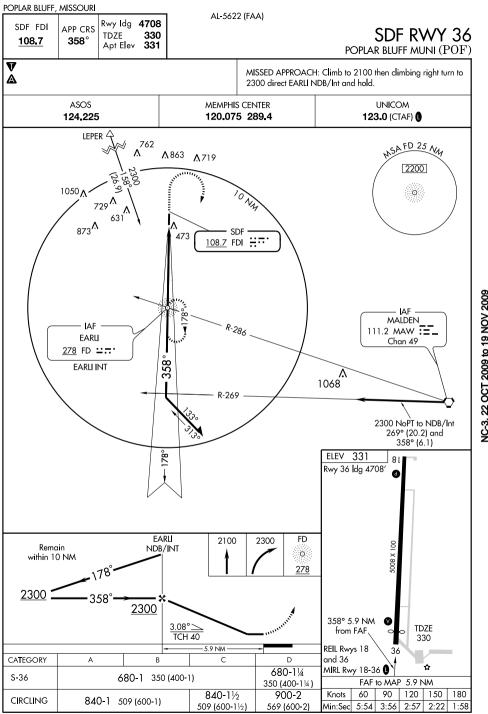


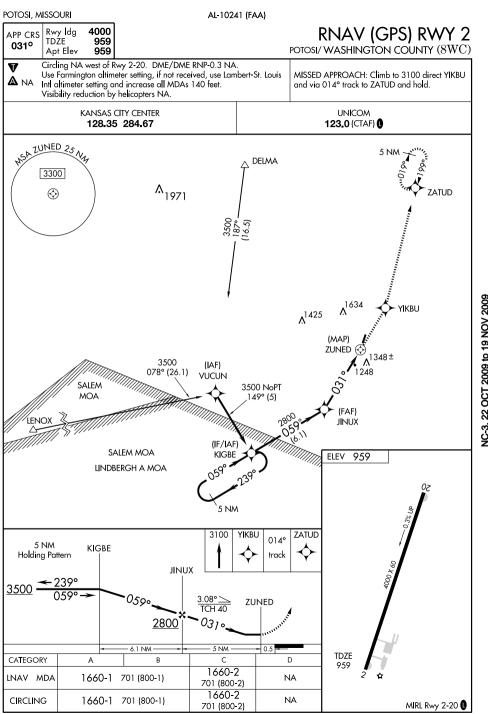
PERRYVILLE, MISSOURI AL-5482 (FAA) 7003 Rwy Idg VOR/DME RNAV RWY 20 APP CRS TDŹE 371 196° 371 PERRYVILLE MUNI (KØ2) Apt Elev A NA Obtain local altimeter setting on CTAF, when not MISSED APPROACH: Climb to 3000 direct ACDIV WP and hold. received, use Cape Girardeau altimeter setting. KANSAS CITY CENTER **UNICOM** 127.47 291.7 122.8 (CTAF) (IAF) 3000 HOPT SUMAN , 236° 4 NM (IAF) IAF MODUC **ENGYN** 3000 NoPT N38°02.23′-W89°47.76 123° (4.5) 115.7 FAM 042.6°-30.1 3000 2200 1220 001° (3.5) 196° (5) **FAF** 1090 $^{ riangle}$ Nikel AGCOV N37°57.45′-W89°49.64 883₁856 Λ 115.7 FAM 047.5°-25.8 860 1434 AC-3 22 OCT 2009 to 19 NOV 2009 1220 196° 2.6 NM from 908 PARAI WP **^.** 778 MAP PARAI N37°52 67'-W89°51 51 SA PARAI 25 NZ **ACDIV** 115.7 FAM 054.4°-21.7 N37°42.09′-W89°55.65′ 1220 115.7 FAM 082.3°-14.7 2500 1220 371 **ELEV** 50 196° to . MAP WP 3000 **ACDIV** 4 NM **ENGYN TDZE AGCOV** Holding Pattern WP 371 WF 2.6 NM from PARAL WP 3000 196° PARAI WP <u>≤ 3.56</u>° TCH 45 2200 VGSI and descent anales 1400 not coincident. - 5 NM -2.6 NM - 2.4 NM -CATEGORY Α D 1120-1 1120-11/4 1120-21/4 1120-21/2 S-20 749 (800-1) 749 (800-11/4) 749 (800-21/4) 749 (800-21/2) 1120-1 1120-11/4 1120-21/4 1120-21/2 CIRCLING 749 (800-21/4) 749 (800-1) 749 (800-11/4) 749 (800-21/2) CAPE GIRARDEAU ALTIMETER SETTING MINIMUMS 1220-1 1220-11/4 1220-21/2 1220-234 S-20 849 (900-1) 849 (900-11/4) 849 (900-21/2) 849 (900-234) REIL Rwy 2 and 20 1 1220-1 1220-11/4 1220-21/2 1220-234 CIRCLING MIRL Rwy 2-20 (849 (900-1) 849 (900-11/4) 849 (900-21/2) 849 (900-234)

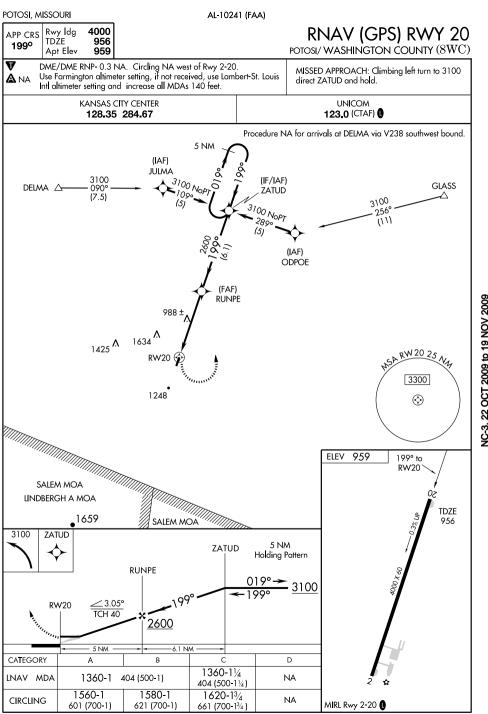


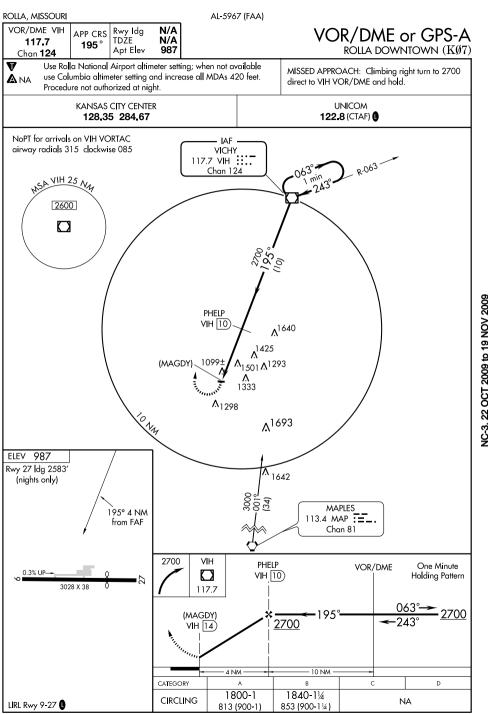
POINT LOOKOUT, MISSOURI AL-5750 (FAA) VORTAC DGD Rwy Idg 3652 VOR/DME RNAV or GPS RWY 29 APP CRS TDŹE 938 109.4 2930 POINT LOOKOUT/M. GRAHAM CLARK-TANEY COUNTY (PT.K) Apt Elev 938 Chan **31** MISSED APPROACH: Climb to 2900 then left turn direct Obtain local altimeter on CTAF; when not received use **A** NA Springfield altimeter setting. UZAPO WP and hold. SPRINGFIELD APP CON UNICOM 122,7 (CTAF) (126.35 1550 A **^** 1320 REEDS 1608 A DOGWOOD 1602 Λ 1451 **^** 109.4 DGD **Ξ** ∷ Chan 31 1224 1500 ^ 1591 253 1450 MAP **ROYB** 2938 N36°37.42′-W93°13.42′ (FAF) **∆**1856 109.4 DGD 209.0°-29.2 (EFESA) (5) -1600 -5 NM from MAP WP 4 NM 1724 A N36°35.01′-W93°0797′ 1679 A · IAF · AC-3 22 OCT 2009 to 19 NOV 2009 **UZAPO** N36°32.61′-W93°02.52′ 109.4 DGD 189.5°-29.8 1600 2190 [∧] SA ROYBI 25 NA 3700 **(HARRISON** 112.5 HRO 🚟. Chan 72 **ELEV** 938 BERGG 2900 UZAPO 4 NM **UZAPO** Holding Pattern WP (EFESA) 5 NM from MAP WP 2900 **ROYBI** MAP WP 2600 3.04° TCH 52 2.5-2.5 5 NM CATEGORY В D 1800-1 1800-11/4 1800-21/2 S-29 NA 862 (900-1) 862 (900-11/4) 862 (900-21/2) 1800-1 1800-11/4 1800-21/2 293° to NA CIRCLING MAP WP 862 (900-1) 862 (900-11/4) 862 (900-21/2) SPRINGFIELD ALTIMETER SETTING MINIMUMS 1940-11/4 1940-11/2 1940-3 S-29 NA 1002 (1100-11/4) 1002 (1100-11/2) 1002 (1100-3) REIL Rwys 11 and 29 1 1940-11/4 1940-11/2 1940-3 NA CIRCLING MIRL Rwy 11-29 (1002 (1100-3) 1002 (1100-1¼) | 1002 (1100-1½)

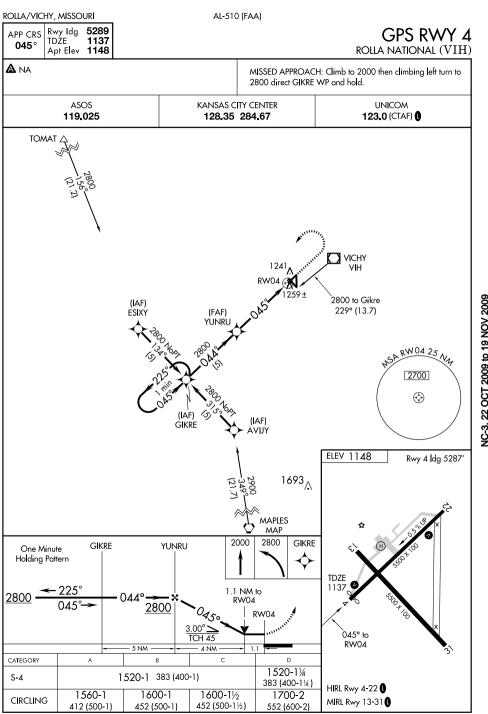


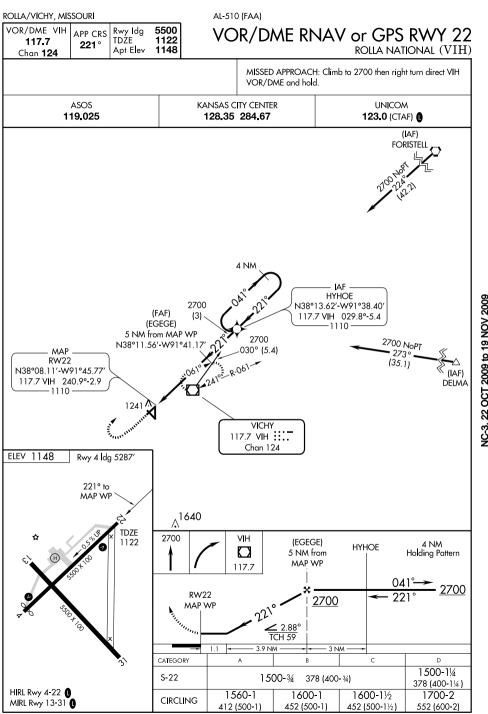


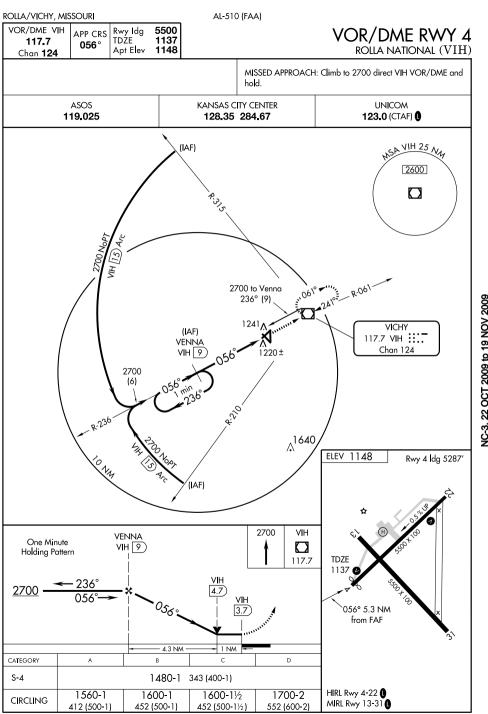


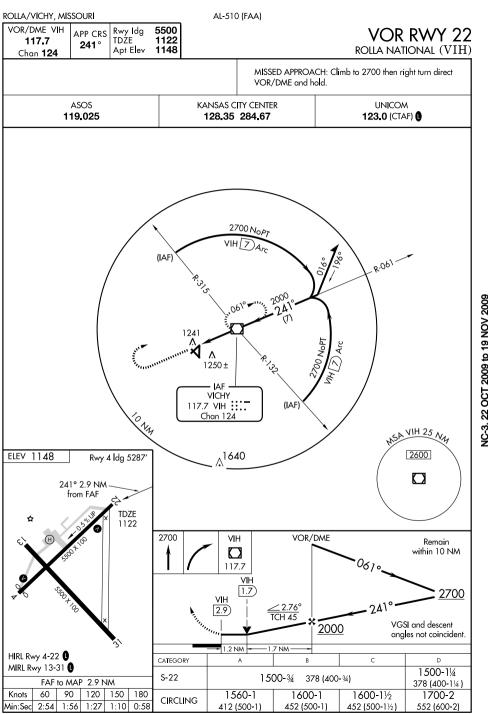


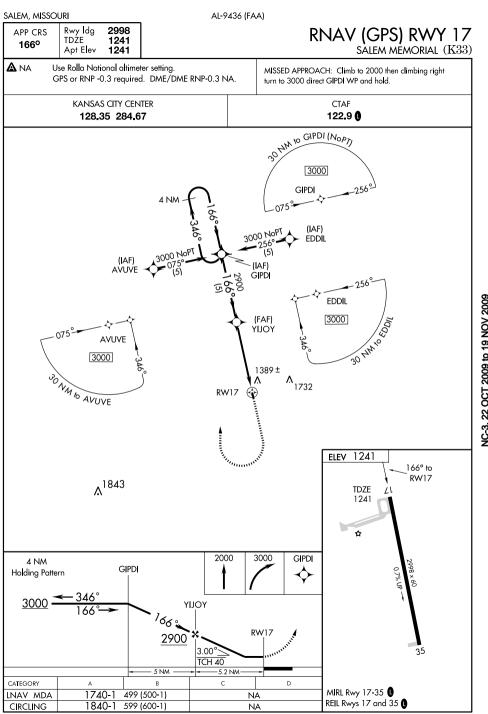


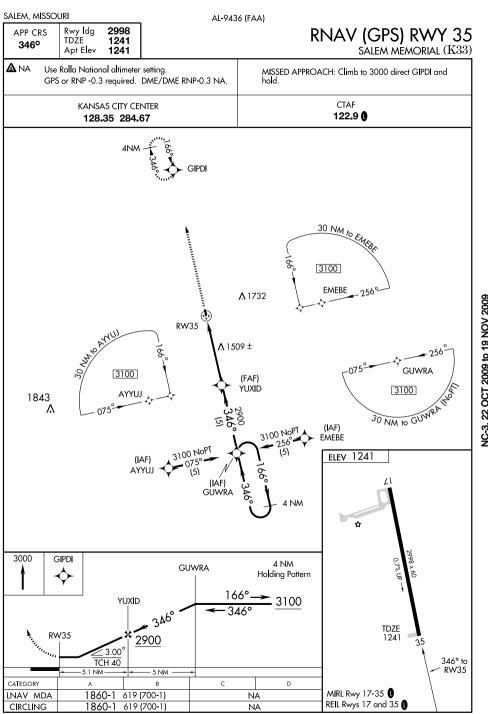


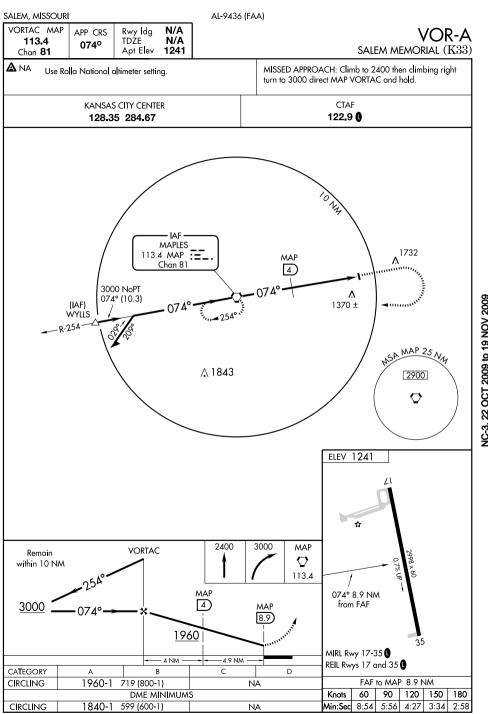


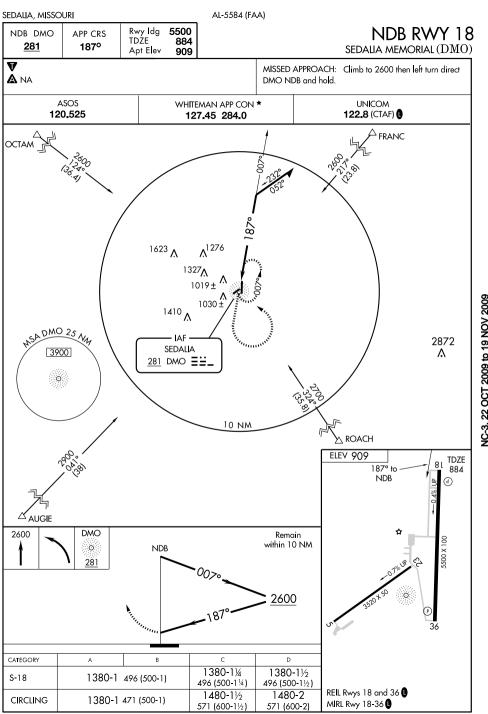


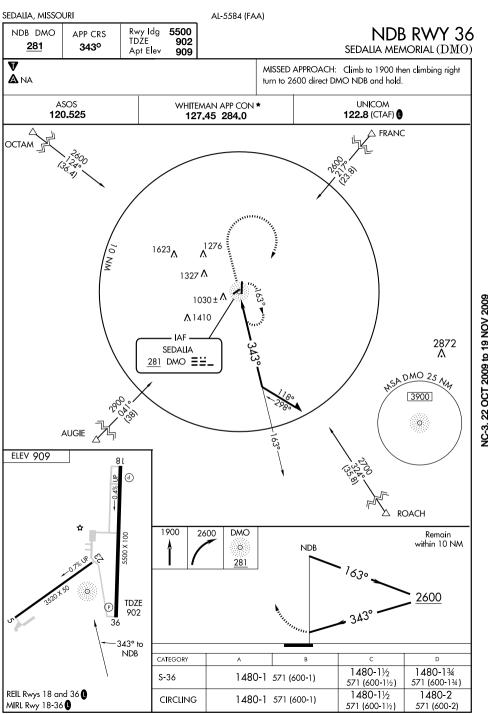


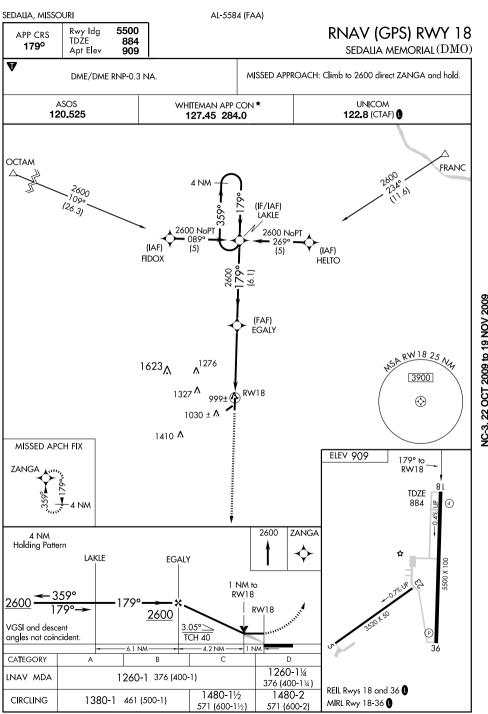


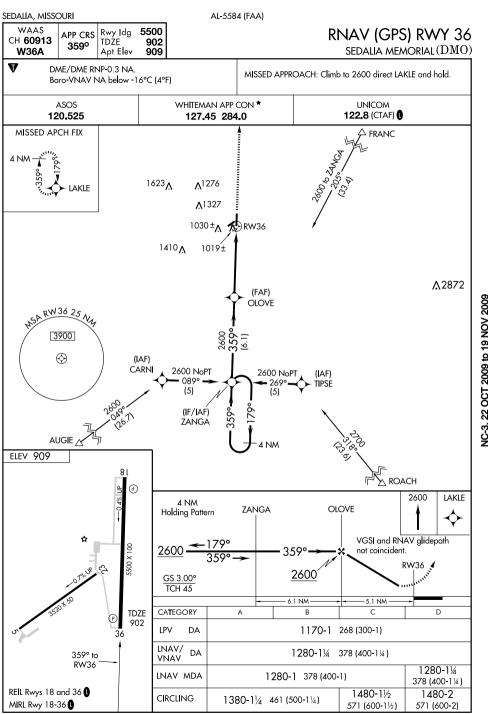


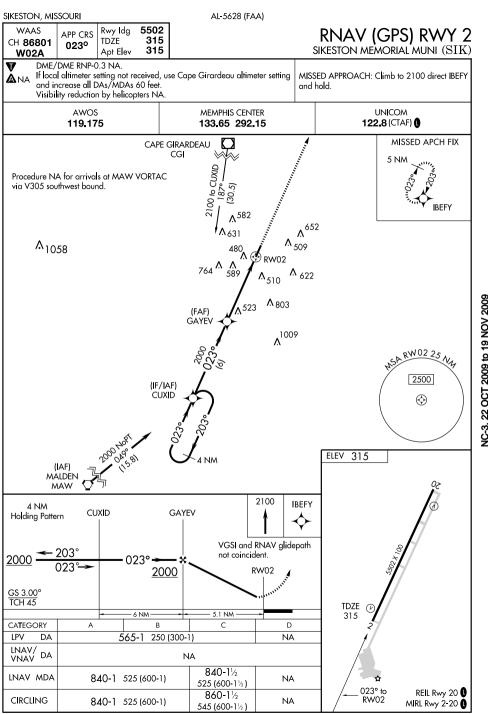


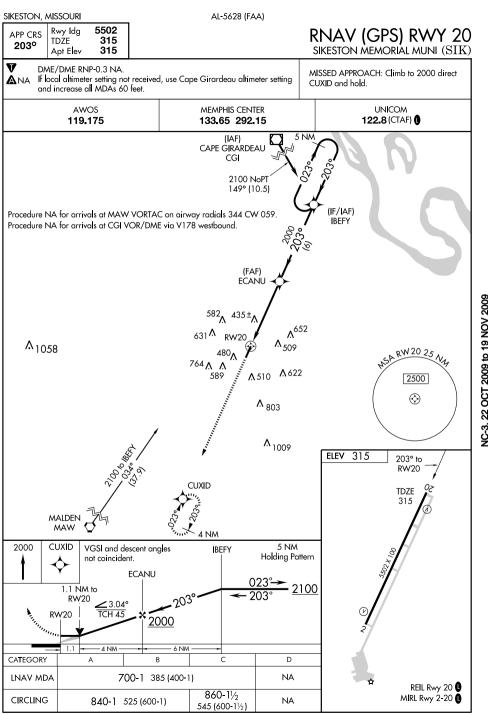


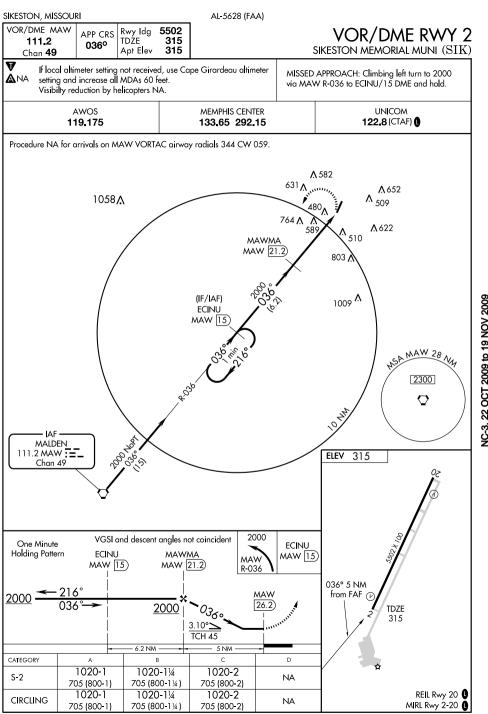


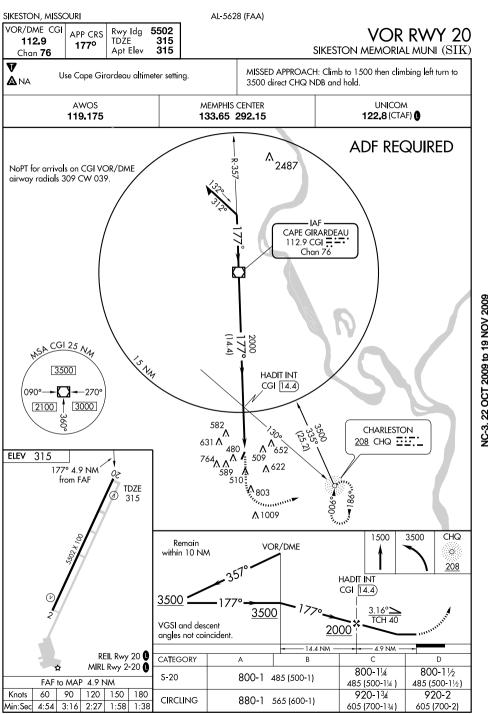




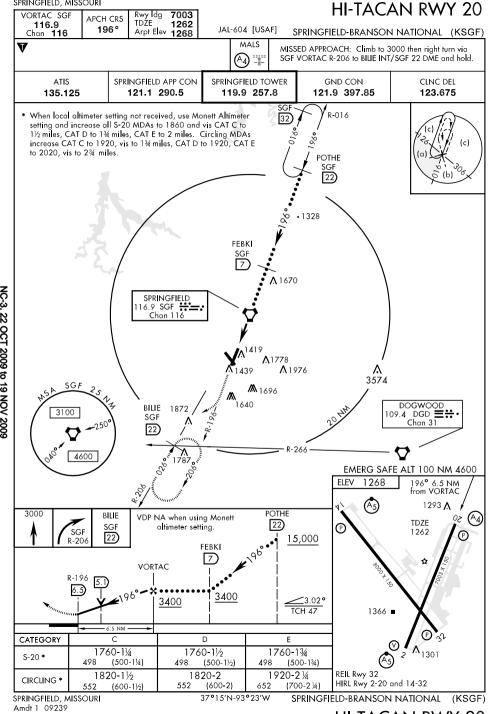


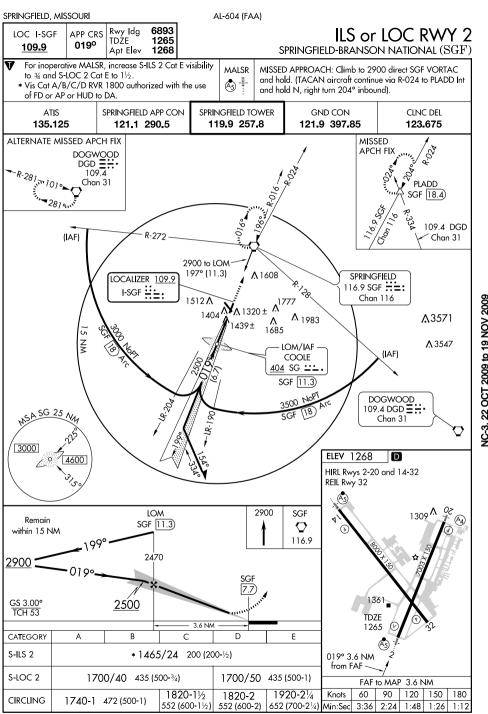


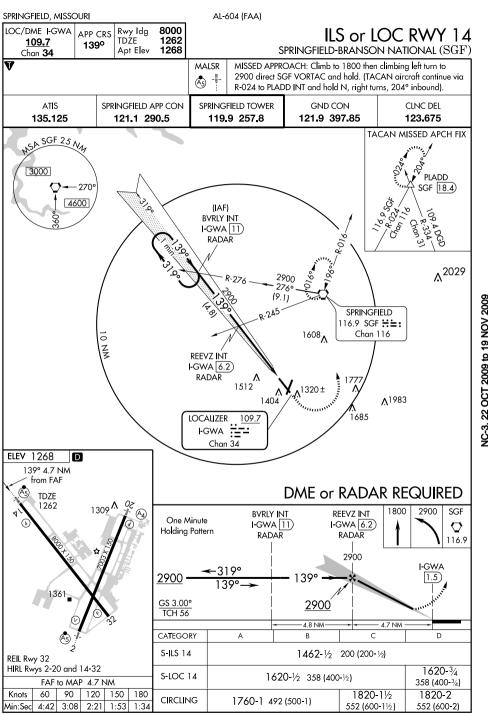




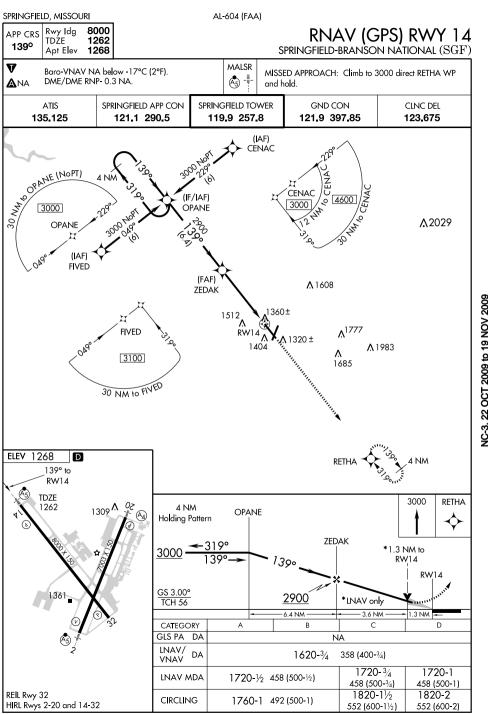
SPRINGFIELD-BRANSON NATIONAL (SGF) **AIRPORT DIAGRAM** SPRINGFIELD, MISSOURI AL-604 (FAA) ATIS 135.125 CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. SPRINGFIELD TOWER READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED. 119.9 257.8 GND CON 121.9 397.85 CLNC DEL RWY 2-20 AIRCRAFT \$135, D170, \$1175, DT300 123.675 ISOLATION RWY 14-32 **AREA** D S135, D170, ST175, DT300 0 \29.5° SRE **FUEL** ELEV 1260 MAINT **FARM** 0≥ ELEV 1262 AIR CARGO 37° 15′N MISSOURI ANG **GENERAL** NC-3, 22 OCT 2009 to 19 NOV 2009 AVIATION **TERMINAL** 7003×150 **STORAGE HANGARS** JANUARY 2005 ANNUAL RATE OF CHANGE 0.1° W OLD LAHSO TERMINAL LAHSO CONTROL TOWER-1361 \0,79.5° FIRE **STATION** IIS FIELD HOLD ELEV 1268 _∧1404 ELEV 1264 AIRCRAFT ISOLATION AREA 93° 24'W 93° 23'W

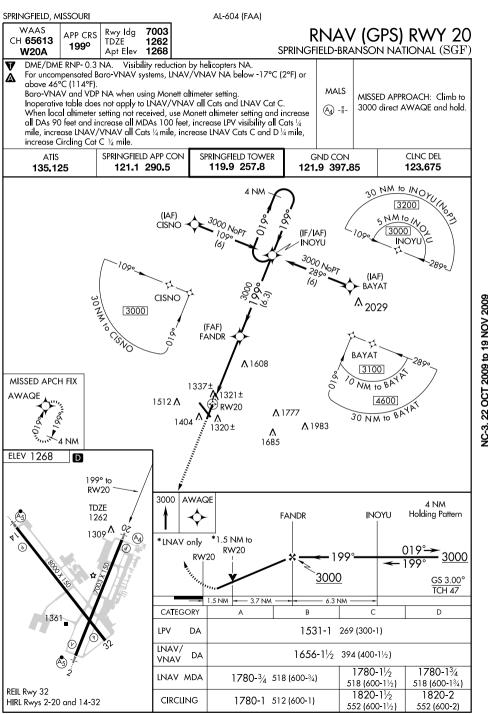


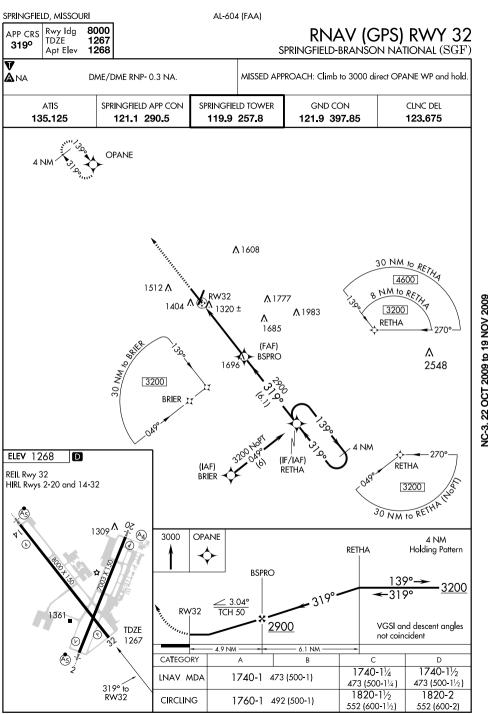


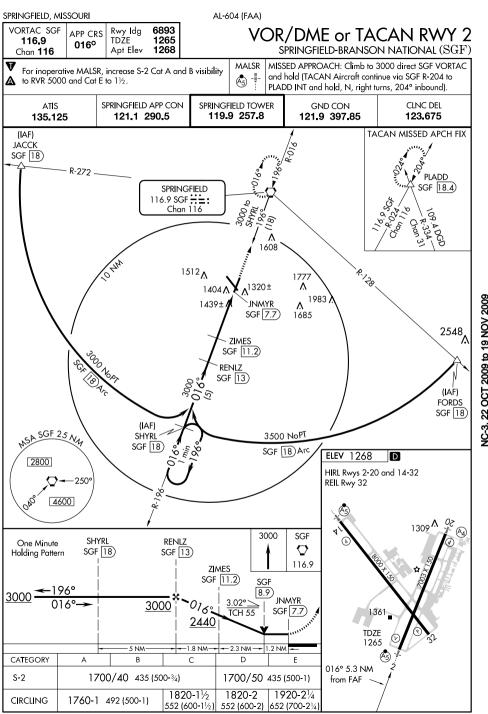


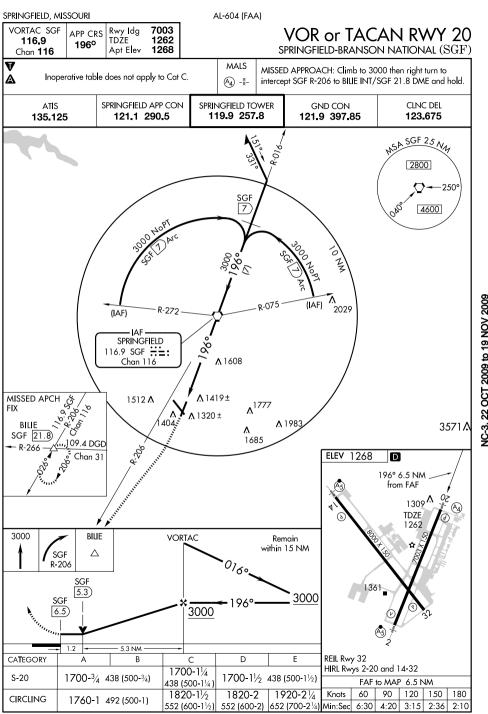
SPRINGFIELD, M	MISSOURI			AL-604 (FA	۹)					
WAAS CH 86214 W02A	APP CRS 019°	Rwy Idg TDZE Apt Elev	6893 1265 1268		S				GPS) RWY 2 n national (SGF)	
For uncor above 45 Baro-VN/For inope When loc all DAs 9 LNAV/VN Cat D to 1 to 2 miles For inope	npensated E C (113°F). AV and VDI rative MALS cal altimeter 0 feet and c NAV visibili RVR 6000, rative MALS rative MALS	P NA when users. P NA when users when users to be setting not read to all MDAs 100 and increase SR, when using the properties of the setting of the setting the setting of the setting the	systems, LNA using Monett LNAV Cat A eceived, use a O feet, increa 1½ miles, LN e visibility Circ ng Monett alt	ion by helicopters NA. NAV/VNAV NA below -17°C (2°F) or ett altimeter setting. A and B visibility to RVR 5000. se Monett altimeter setting and increase rease LPV visibility all Cats to RVR 5000, LNAV visibility cat C to RVR 5000 at circling Cat C to 1¾ miles, and Cat D altimeter setting, increase LPV visibility to RVR 5000.				MISSED APPROACH: Climb to 3000 direct INOYU and hold.		
	ATIS		LD APP CON		SPRINGFIELD TOWER		GND CON		CLNC DEL	
135.12	135.125		290.5	119.9 257.8 121.9 397.85		35	123.675	┨		
		£DD	E),	1512 ^	X _∧ 13	∧ 1608	3 ∧ 1 <i>777</i>		MISSED APCH FIX 4 NM 6 OO INOYU	
1404 A 1320 ± A 1777 RW022 A A 1983 3000									COOC / COIN OF THE COOC TOOL CO COIN	
4 NM Holding Patter 3000 GS 3.00° TCH 54 CATEGORY LPV DA	m AW. 199° D19°→	019 25	00 ×	*1.3 NM to RW02	W02	NAV only		136		
LNAV/ DA	1590/40 325 (400-%) 1754/60 489 (500-1½)						1	IDZE I 265	(a)	
VNAV DA	1720/40 455 (500-34) 1720/50							(AS 1 2	
CIRCLING	1760-1 492 (500-1)			1820-1½ 552 (600-1½)	18	(500-1) 20-2 (600-2)	019 - RW		/	

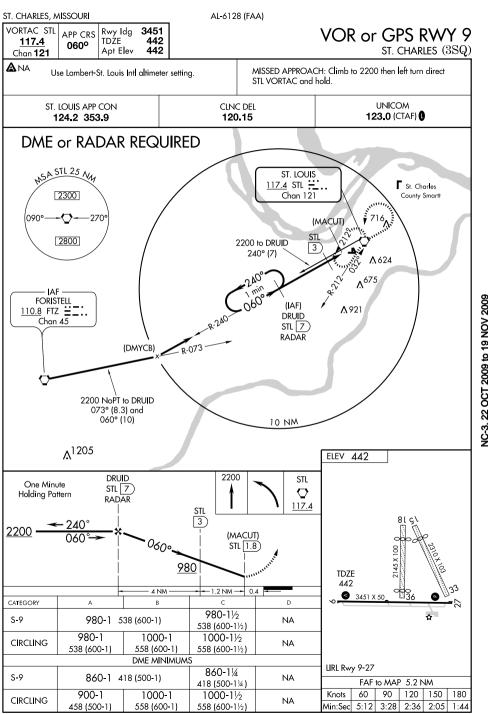


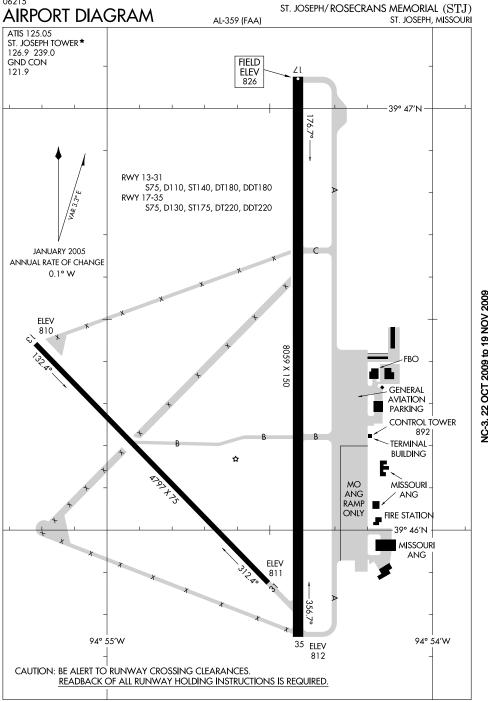


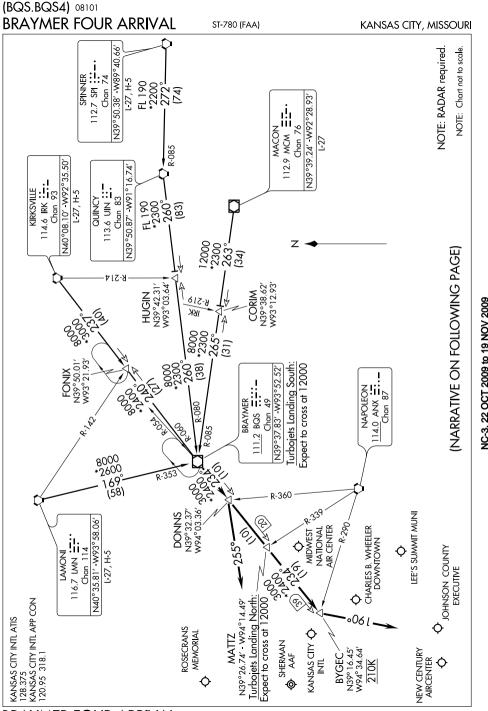












(BQS.BQS4) 08101 BRAYMER FOUR ARRIVAL

ST-780 (FAA)

KANSAS CITY, MISSOURI

ARRIVAL DESCRIPTION

KIRKSVILLE TRANSITION (IRK.BQS4): From over IRK VORTAC via IRK R-237 to FONIX INT, then via BQS R-060 to BQS VOR/DME. Thence. . . .

LAMONI TRANSITION (LMN.BQS4): From over LMN VORTAC via LMN R-169 and BQS R-353 to BQS VOR/DME. Thence. . . .

MACON TRANSITION (MCM.BQS4): From over MCM VOR/DME via MCM R-263 to CORIM INT, then via BQS R-085 to BQS VOR/DME. Thence. . . .

SPINNER TRANSITION (SPI.BQS4): From over SPI VORTAC via SPI R-272 and UIN R-085 to UIN VORTAC, then via UIN R-260 to HUGIN INT, then via BQS R-080 to BQS VOR/DME. Thence. . . .

LANDING KANSAS CITY INTL: Rwys 1L/R: From over BQS VOR/DME via BQS R-234 to BYGEC INT then via

heading 190°. Thence. . . . Rwys 19L/R: From over BQS VOR/DME via BQS R-234 to DONNS INT then via

heading 255°. Thence. . . .

Rwys 9, 27: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

LANDING CHARLES B. WHEELER DOWNTOWN (MKC): Rwys 1,3: From over BQS VOR/DME via BQS R-234 to BYGEC INT then via

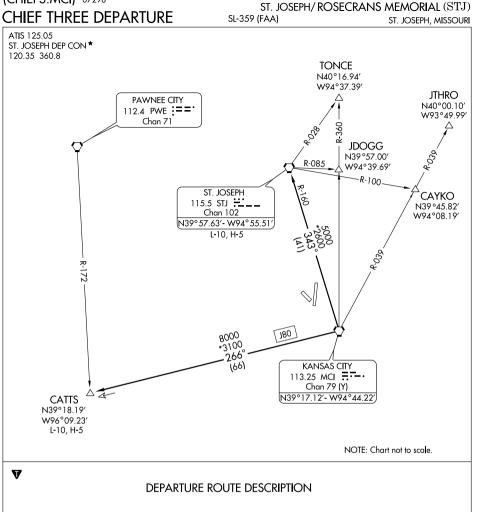
heading 190°. Thence. . . .

Rwys 19,21: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

LANDING OLATHE/JOHNSON COUNTY EXECUTIVE (OJC) and OLATHE/NEW CENTURY AIRCENTER (IXD): From over BQS VOR/DME via

BQS R-234 to BYGEC INT then via heading 190°. Thence. . . . ALL OTHER AIRPORTS: From over BQS VOR/DME via BQS R-234 to DONNS

INT. Thence. Expect radar vectors to final approach course.



2. 2. 2. OCT 2009 to 19 NOV 2009

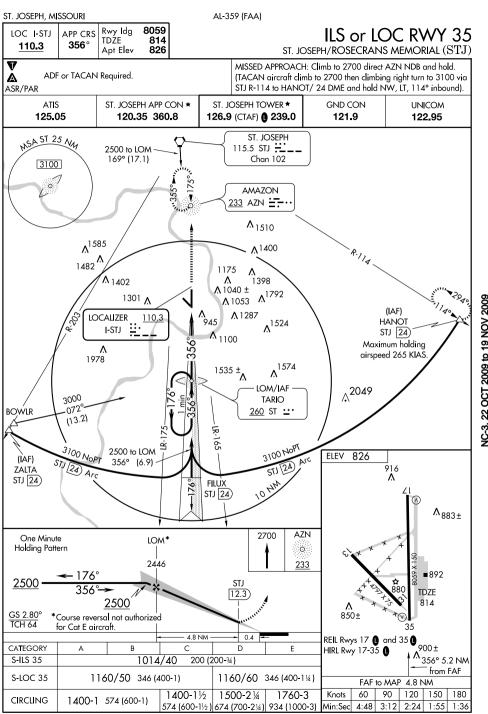
Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude

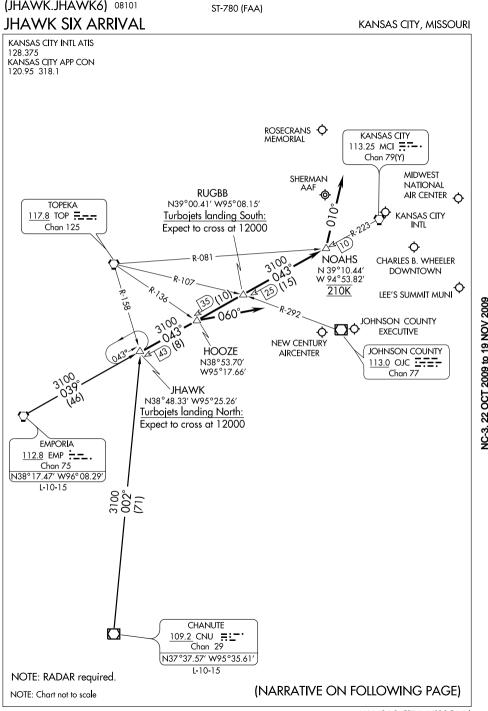
(CHIEF3.MCI) 07298

10 minutes after departure. CATTS TRANSITION (CHIEF3.CATTS): From over MCI VORTAC via MCI R-266

to CATTS INT. ST. JOSEPH TRANSITION (CHIEF3.STJ): From over MCI VORTAC via MCI R-343

and STJ R-160 to STJ VORTAC.





ST-780 (FAA)

KANSAS CITY, MISSOURI

22 OCT 2009 to 19 NOV 2009

ARRIVAL DESCRIPTION

CHANUTE TRANSITION (CNU.JHAWK6): From over CNU VOR/DME via CNU R-002 to IHAWK INT Thence

EMPORIA TRANSITION (EMP.JHAWK6): From over EMP VORTAC via EMP R-039 and MCLR-223 to JHAWK INT. Thence.

LANDING KANSAS CITY INTL (MCI):

Rwys 19L/R: From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence.... Rwys 1L/R: From over JHAWK INT via MCI R-223 to HOOZE INT then via heading

060°. Thence....

Rwys 9, 27: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...

LANDING CHARLES B. WHEELER DOWNTOWN (MKC): Rwys 1, 3: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...

Rwys 19, 21: From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence...

LANDING ST. JOSEPH/ROSECRANS MEMORIAL (STJ) AND SHERMAN AAF (FLV):

From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence

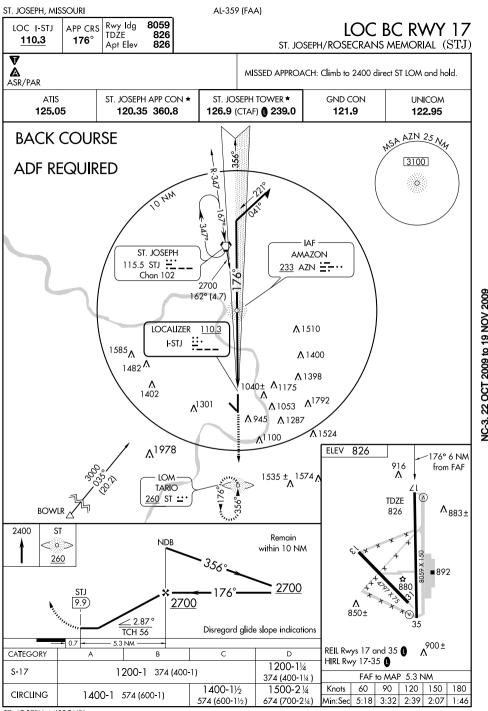
ALL OTHER AIRPORTS: From over JHAWK INT via MCI R-223 to HOOZE INT.

Thence...

....Expect radar vectors to final approach course.

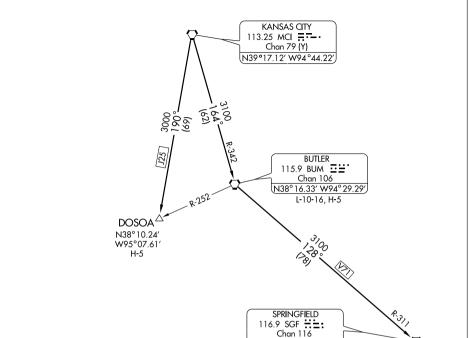
(LAKES5.MCI) 09295 ST. JOSEPH/ROSECRANS MEMORIAL (STJ) LAKES FIVE DEPARTURE SL-359 (FAA) ST. JOSEPH, MISSOURI ATIS 125.05 ST. JOSEPH DEP CON * 120.35 360.8 SPINNER 112.7 SPI MACON Chan 74 112.9 MCM **Ξ** <u>-</u> N39 °50.38′ W89 °40.66′ Chan 76 L-27, H-5 KANSAS CITY 113.25 MCI =--0008 Chan 79 (Y) *2400 R-265 N39°17.12′ W94°44.22′ 085 (82) 15000 []80 *2800 **TWAIN** N39°40.34' 075° (155) W91°26.59' 2500 H-5 ROZ 3100 *3000 V12 3100 088°-*2600 (60) 1093 **FRANC** 132) N39°00.50' W92°51.02′ NAPOLEON 114.0 ANX =:. Chan 87 COLUMBIA ST. LOUIS N39°05.73′ W94°07.73′ 117.4 STL 🚻 .. Chan 121 N38°48.65′ W92°13.10′ 1-27 TAKE-OFF MINIMUMS Rwy 13, 17, 35: Standard. Rwy 31: 400-2½ or standard with minimum climb of 325′ per NM to 1300′. TAKE-OFF OBSTACLE NOTES Rwy 13: Tree 3394' from DER, 655' left of centerline, 100' AGL/919' MSL. Rwy 17: Trees beginning 2691' from DER, across courseline, up to 109' AGL/928' MSL. Rwy 31: Trees beginning 1.18 NM from DER, 986' left of centerline, up to 100' AGL/1139' MSL. NOTE: Chart not to scale NOTE: RADAR required. NOTE: DME required for TWAIN and SPINNER transitions. V DEPARTURE ROUTE DESCRIPTION Expect vectors to appropriate route. Expect filed altitude 10 minutes after departure. COLUMBIA TRANSITION (LAKES5.COU): From over MCI VORTAC via MCI R-107 and ANX R-285 to ANX VORTAC, then via ANX R-088 to FRANC INT, then via COU R-289 to COU VOR/DME. SPINNER TRANSITION (LAKES5.SPI): From over MCI VORTAC via MCI R-075 and SPI R-265 to TWAIN INT, then via SPI R-265 to SPI VORTAC. TWAIN TRANSITION (LAKES5.TWAIN): From over MCI VORTAC via MCI R-075 and SPI R-265 to TWAIN INT.

2. 2. 2. OCT 2009 to 19 NOV 2009



(RACER3.MCI) 07298 ST. JOSEPH/ROSECRANS MEMORIAL (STJ) RACER THREE DEPARTURE SI-359 (FAA) ST. JOSEPH, MISSOURI

2. 2. 2. OCT 2009 to 19 NOV 2009



V

ATIS 125.05 ST. JOSEPH DEP CON * 120.35 360.8

DEPARTURE ROUTE DESCRIPTION

N37°21.36′ W93°20.04′ L-16, H-5

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

BUTLER TRANSITION (RACER3.BUM): From over MCI VORTAC via MCI R-164 and BUM R-342 to BUM VORTAC.

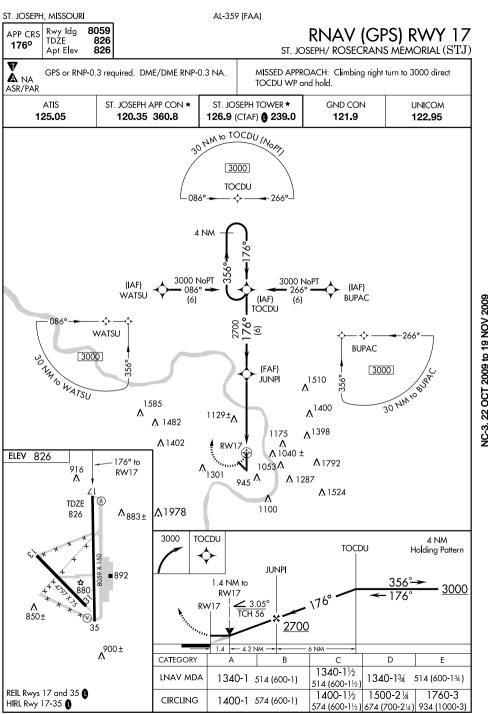
DOSOA TRANSITION (RACER3.DOSOA): From over MCI VORTAC via MCI R-190

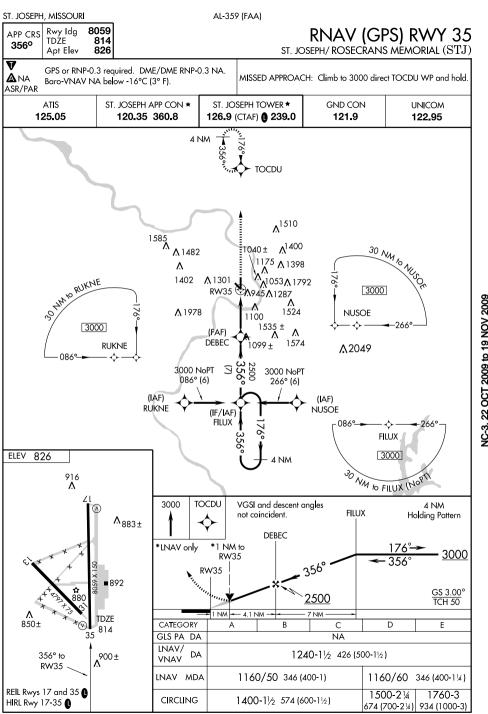
to DOSOA INT.

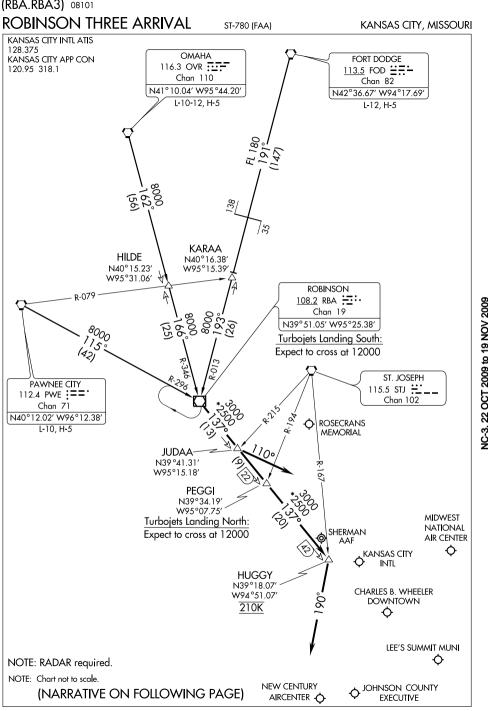
NOTE: Chart not to scale

SPRINGFIELD TRANSITION (RACER3.SGF): From over MCI VORTAC via MCI R-164 and BUM R-342 to BUM VORTAC, then via BUM R-128 and SGF R-311 to

SGF VORTAC.







ARRIVAL DESCRIPTION

FORT DODGE TRANSITION (FOD.RBA3): From over FOD VORTAC via FOD R-191 and RBA R-013 to RBA VOR/DME. Thence. . . .

OMAHA TRANSITION (OVR.RBA3): From over OVR VORTAC via OVR R-162 and

RBA R-346 to RBA VOR/DME. Thence. . . .
PAWNEE CITY TRANSITION (PWE.RBA3): From over PWE VORTAC via PWE R-115

and RBA R-296 to RBA VOR/DME. Thence. . . .

LANDING KANSAS CITY INTL:

Rwys 1L/R: From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence....

Rwys 19L/R: From over RBA VOR/DME via RBA R-137 to JUDAA INT then via heading 110°. Thence....

Rwys 9, 27: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

LANDING CHARLES B. WHEELER DOWNTOWN (MKC): Rwys 1, 3: From over RBA VOR/DME via RBA R-137 to HUGGY INT then via

heading 190°. Thence...

Rwys 19, 21: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

LANDING OLATHE/JOHNSON COUNTY EXECUTIVE (OJC) and OLATHE/ NEW

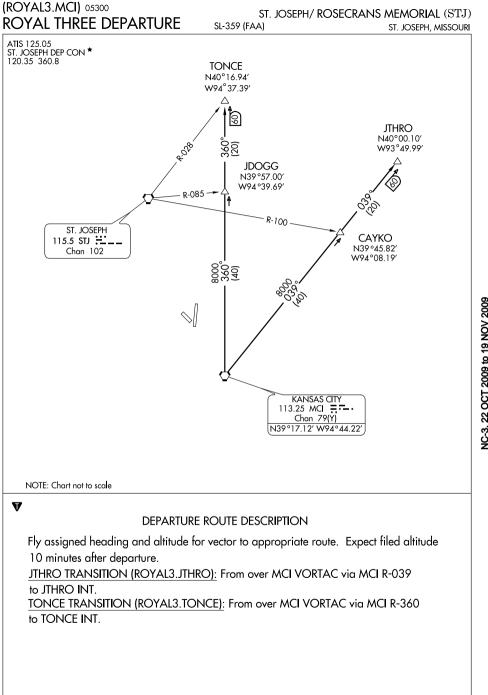
CENTURY AIRCENTER (IXD): From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence...

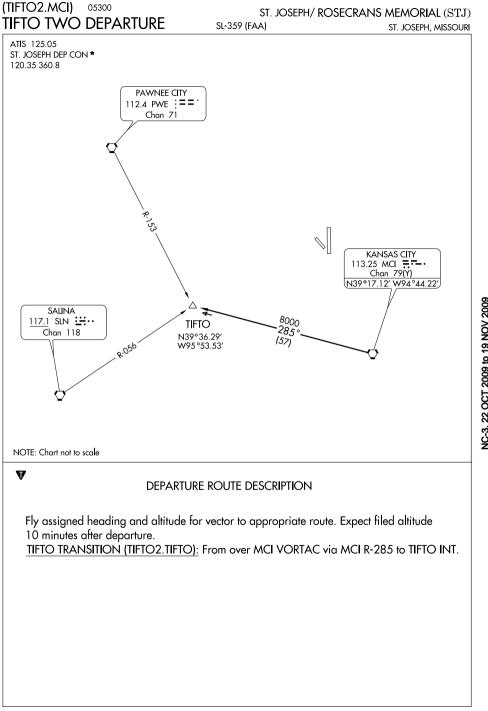
ALL OTHER AIRPORTS: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

Inence...

.... Expect radar vector to final approach course.

1





(TYGER.TYGER6) 08101 TYGER SIX ARRIVAL KANSAS CITY, MISSOURI ST-780 (FAA) KANSAS CITY INTLATIS 128.375 KANSAS CITY INTL APP CON **ROSECRANS** 120 95 318 1 MEMORIAL Ò KANSAS CITY 113.25 MCI = --Chan 79(Y) SHERMAN MIDWEST NATIONAL AIR CENTER AAF KANSAS CITY SLABB INTL N39°10.26′ W94°36.71′ 210K NAPOLEON CHARLES B. WHEELER R-275 -114.0 ANX ::.. DOWNTOWN LEE'S SUMMIT _____ Chan 87 MUNI **NEW CENTURY AIRCENTER** TRIKE N38° 50.41′ Ò JOHNSON COUNTY W94° 15.14′ **EXECUTIVE TYGER** MOŔAY N38°41.00′ - W94°05.02′ N38° 57.29′ - W94° 22.59′ Turbojets Landing North: Turbojets Landing South: Expect to cross at 12000 Expect to cross at 12000 BUTLER **KRAZO** 115.9 BUM <u>-</u> R-098 N38°07.10′ Chan 106 W93°45.65' SPRINGFIELD 116.9 SGF **∷**±: Chan 116 N37°21.36′ W93°20.04′ L-16, H-5 NOTE: RADAR required NOTE: Chart not to scale. (NARRATIVE ON FOLLOWING PAGE)

C-3 22 OCT 2009 to 19 NOV 2009

(TYGER.TYGER6) 08101 TYGER SIX ARRIVAL KANSAS CITY, MISSOURI ST-780 (FAA) ARRIVAL DESCRIPTION SPRINGFIELD TRANSITION (SGF.TYGER6): From over SGF VORTAC via SGF R-332 to TYGER INT Thence LANDING KANSAS CITY INTL (MCI): Rwys 19L/R: From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence Rwys 1L/R: From over TYGER INT via MCI R-135 to TRIKE INT then via heading 290°. Thence. . . . Rwys 9, 27: From over TYGER INT via MCI R-135 to TRIKE INT. Thence. . . . LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1, 3: From over TYGER INT via MCI R-135 to TRIKE INT. Thence... Rwys 19, 21: From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence...

LANDING ST. JOSEPH/ROSECRANS MEMORIAL (STJ) and SHERMAN AAF (FLV):

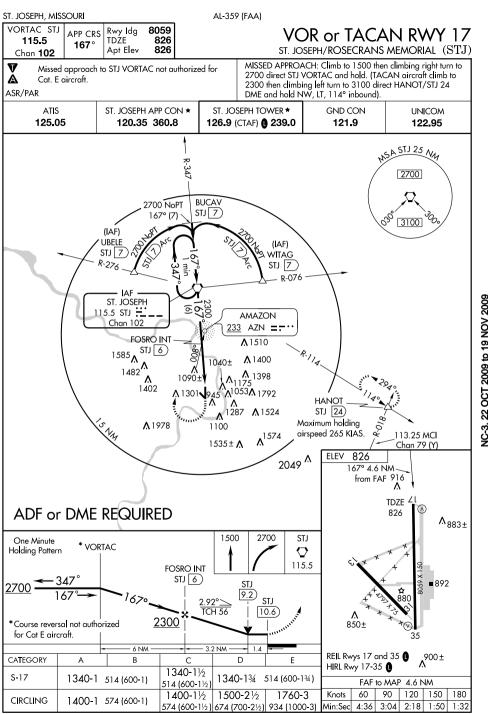
ALL OTHER AIRPORTS: From over TYGER INT via MCI R-135 to TRIKE INT. Thence...

From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence...

....Expect radar vectors to final approach course.

2. 2. 2. OCT 2009 to 19 NOV 2009

ST. JOSEPH, MISSOURI AL-359 (FAA) STJ VORTAC 8059 Rwy Idg VOR/DME or TACAN RWY 35 APP CRS 115.5 TDŹE 814 348° ST. JOSEPH/ ROSECRANS MEMORIAL (STJ) Apt Elev 826 Chan 102 V MISSED APPROACH: Climb to 2700 then climbing right turn to A NA 3100 via heading 090° and STJ R-114 to HANOT/24 DME and ASR/PAR ST. JOSEPH TOWER ★ ATIS ST. JOSEPH APP CON ★ GND CON UNICOM 125.05 126.9 (CTAF) 0 239.0 120.35 360.8 121.9 122.95 NSA STJ 25 M 2700 ST. JOSEPH 115.5 STJ ∺ Chan 102 3100 1510 1585 ∧¹⁴⁰⁰ 1040± Λ₁₁₇₅ Λ¹³⁹⁸ 1482 1402 Λ1301 **1**945 Λ1053Λ1792 NC-3 22 OCT 2009 to 19 NOV 2009 **∧** 1287 1524 (IAF) .1100 **^.** 1978 HANOT 1535± ∧1574 **CUSOK** STJ 24) Λ²⁰⁴⁹ STJ 17.4) 1259 ± Maximum holding (IAF) airspeed 265K IAS. 3100 ZALTA 571 24 Arc STJ 24) 3100 STJ 24 Arc KARRE STJ 24) 826 **ELEV** 916 · R-168 ۸ $\Lambda_{883\pm}$ 2700 3100 STJ KARRE HANOT R-114 STJ 24) Δ **CUSOK** 0909 115.5 STJ [17.4) **892** 3100 STJ 13.5) STJ 11.9 Procedure **TDZE** 2500 850+ 35 814 Turn 2.79° 348° 5.5 NM NA TCH 64 from FAF 3.9 NM 900± • 1.6 - 6.6 NM -CATEGORY 1360-11/5 1360-134 1360-2 S-35 1360/50 546 (600-1) 546 (600-11/2) 546 (600-13/4) 546 (600-2) REIL Rwys 17 and 35 0 1500-21/4 1760-3 1400-11/2 CIRCLING 1400-1 574 (600-1) HIRL Rwy 17-35 574 (600-1½) 674 (700-2¼) 934 (1000-3)



(WLDCT2.MCI) 07298 ST. JOSEPH/ROSECRANS MEMORIAL (ST.I) WILDCAT TWO DEPARTURE SL-359 (FAA) ST. JOSEPH, MISSOURI ATIS 125.05 KANSAS CITY ST. JOSEPH DEP CON* 113.25 MCI =-120.35 360.8 Chan 79 (Y) N39°17.12′ W94°44.22′ **KENTN** 4500 <u>J24</u> 257° N39°08.80′ W95°56.78′ (57) **J24** 4500 253° (79) R-002 R-073 SALINA 117.1 SLN ::-. N38°55.51′ W97°37.28′. L-10. H-5 **EMPORIA** 112.8 EMP :___ Chan 75 WICHITA 113.8 ICT **∷·-**· Chan 85 N37°44.71′ W97°35.03′ L-10-15, H-5



NOTE: Chart not to scale

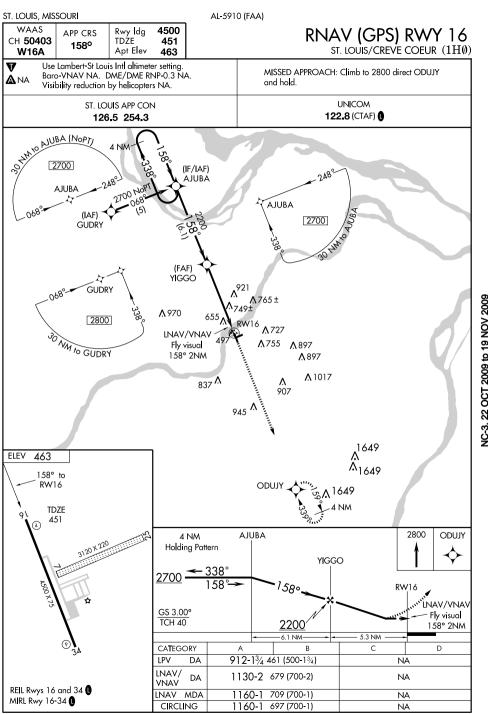
DEPARTURE ROUTE DESCRIPTION

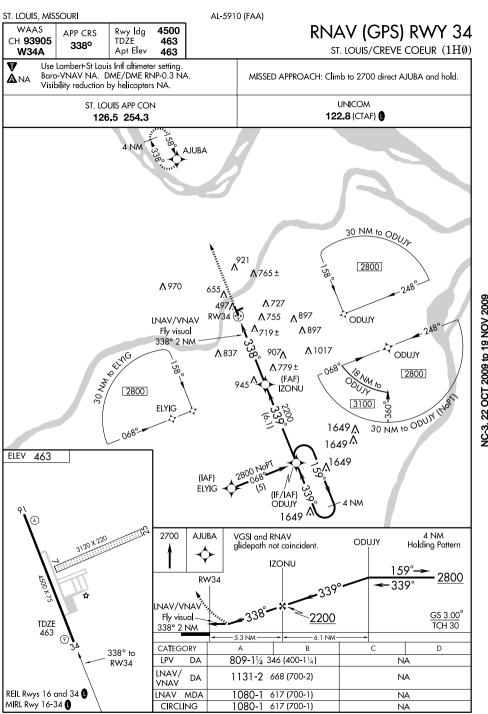
Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

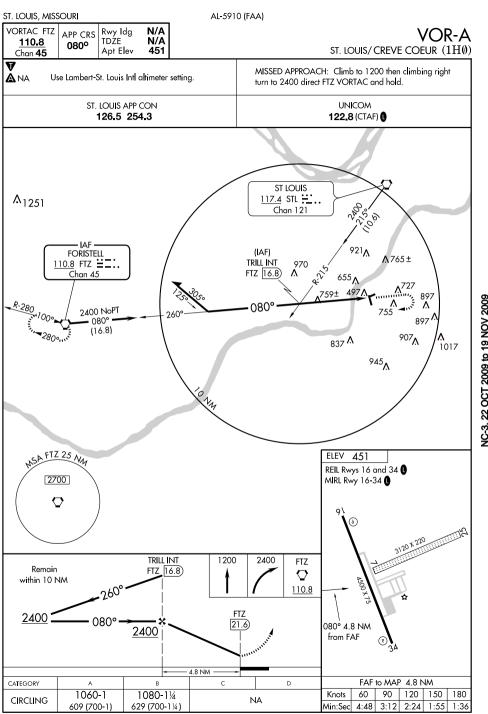
KENTN TRANSITION (WLDCT2.KENTN): From over MCI VORTAC via MCI R-257 to KENTN INT.

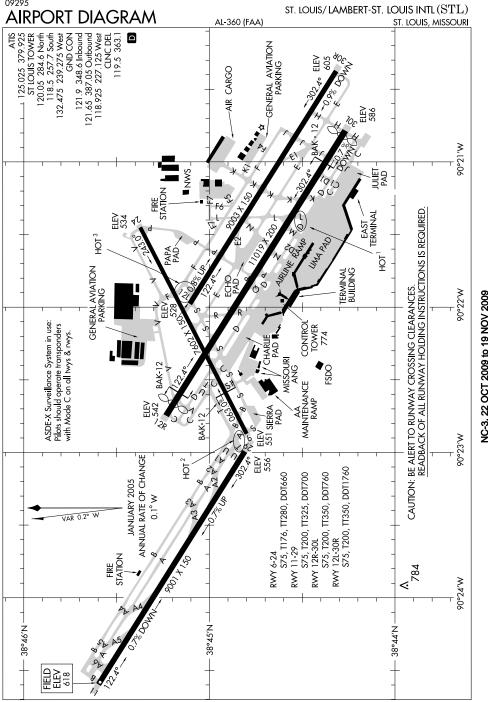
SALINA TRANSITION (WLDCT2.SLN): From over MCI VORTAC via MCI R-257 and SLN R-073 to SLN VORTAC.

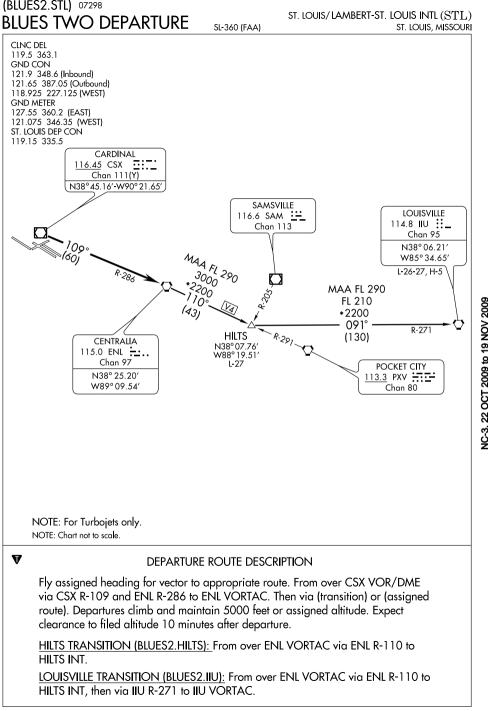
WICHITA TRANSITION (WLDCT2.ICT): From over MCI VORTAC via MCI R-257 to KENTN INT, then via ICT R-035 to ICT VORTAC.











(CARDS7.STL) 08325 ST. LOUIS/LAMBERT-ST. LOUIS INTL (STL) CARDS SEVEN DEPARTURE SL-360 (FAA) ST. LOUIS, MISSOURI CLNC DEL 119.5 363.1 BRADFORD GND CON 114.7 BDF 🚟:: 121.9 348.6 (Inbound) Chan 94 121.65 387.05 (Outbound) N41°09.58′-W89°35.27 118.925 227.125 (WEST) L-27, H-5 **GND METER** 127.55 360.2 (EAST) 121.075 346.35 (WEST) ST. LOUIS DEP CON 119.15 335.5 TAKE-OFF MINIMUMS Rwy 6, 12L, 12R, 24, 30L: Standard. Rwy 30R: 200-11/4 or standard with minimum climb of 276' per NM to 800'. NOTE: DME and RADAR required. (NOTES CONTINUED ON FOLLOWING PAGE) **NEENS** N40°14.89′ W90°31.90′ 1-27 2. 2. 2. OCT 2009 to 19 NOV 2009 SPINNER **SKUTR** 8 QUINCY 112.7 SPI ::--• N40°04.10′ R-050 113.6 UIN <u>∷</u>. Chan 74 W90°03.66′ Chan 83 N39°50.38′-W89°40.66′ L-27, H-5 စ္တြ 12000 \$2100 - 355 (52) 8000 2000 010° (43) LEBOY N39°26.00′ W90°34.38′ MYKEY **SKYPE** N39°23.05' N39°21.64' W90°25.92 W90° 13 43′ **TEWHY** DEECE N39°19.37' W90°00.33' N39°22.12' W90°33.17' ST. LOUIS CARDINAL 117.4 STL 🚻. 116.45 CSX Chan 121 Chan 111(Y) N38°45.16′-W90°21.65′ (NARRATIVE ON FOLLOWING PAGE) NOTE: Chart not to scale.

(CARDS7.STL) 05300 ST. LOUIS/LAMBERT-ST. LOUIS INTL (STL) CARDS SEVEN DEPARTURE

DEPARTURE ROUTE DESCRIPTION

SL-360 (FAA)

Turbojet departures climb and maintain 5000 feet, expect vectors to appropriate route, expect filed altitude 10 minutes after departure. Propeller driven departures climb and

maintain 3000 feet, expect vectors to appropriate route, expect filed altitude 10 minutes after departure. BRADFORD TRANSITION (CARDS7.BDF): From over CSX VOR/DME via CSX R-010 to

SKUTR INT, then via BDF R-198 to BDF VORTAC.

LEBOY TRANSITION (CARDS7.LEBOY): From over CSX VOR/DME via CSX R-346 to LEBOY INT.

NEENS TRANSITION (CARDS7.NEENS): From over CSX VOR/DME via CSX R-355 to NEENS INT.

SPINNER TRANSITION (CARDS7.SPI): From over CSX VOR/DME via CSX R-026 and SPI R-207 to SPI VORTAC.

TAKE-OFF OBSTACLE NOTES

V

OL on LDA 1037' from DER, 709' right of centerline, 391' AGL/573' MSL. Pole 1368' from DER, 635' right of centerline, 28' AGL/568' MSL. Antenna on bldg 2478' from DER, 1012' right of centerline, 30' AGL/598' MSL.

Rwy 12L: OL on DME 551' from DER, 258' left of centerline, 20' AGL/619' MSL. Rwy 12R: Traffic sign 1416' from DER, 705' right of centerline, 7' AGL/636' MSL.

Rwy 6: Railroad 577' from DER, 618' left of centerline, 23' AGL/557' MSL.

Bush 1791' from DER, 503' right of centerline, 7' AGL/636' MSL. Tree 1933' from DER, 370' left of centerline, 88' AGL/657' MSL. Tree 2228' from DER, 162' left of centerline, 75' AGL/654' MSL. Sign 2804' from DER, 873' right of centerline, 93' AGL/672' MSL.

Rwy 24: Multiple trees and antenna beginning 3766' from DER, 899' right of centerline, up to 115' AGL/704' MSL.

Rwy 30L: Ground beginning at DER, 157' right of centerline, up to 592' MSL.

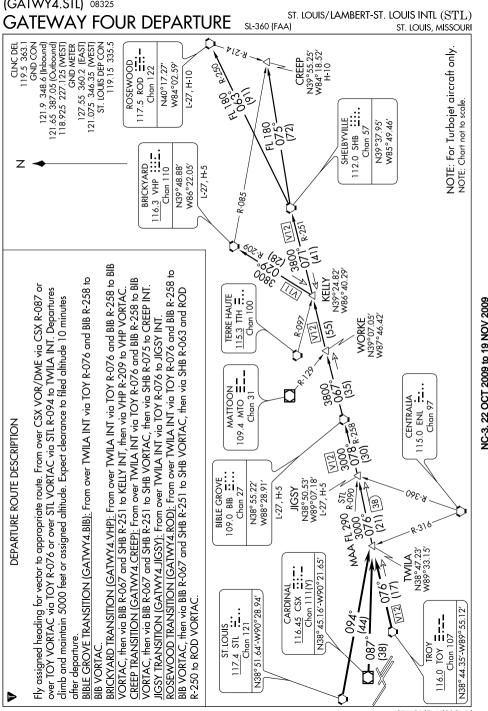
Multiple trees and poles beginning 1684' from DER, 641' left of centerline, 107' AGL/684' MSL.

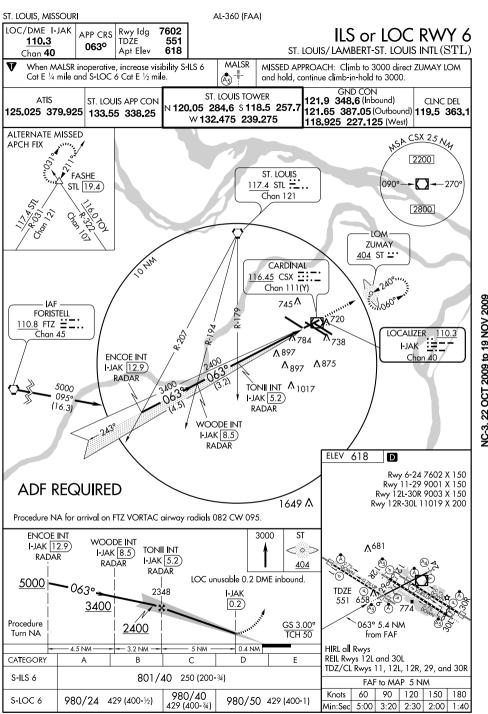
Rwy 30R: OL on GS 950' from DER, on centerline, 28' AGL/587' MSL. Multiple buildings and antenna beginning 1374' from DER, 709' right of centerline, up to 81' AGL/611' MSL.

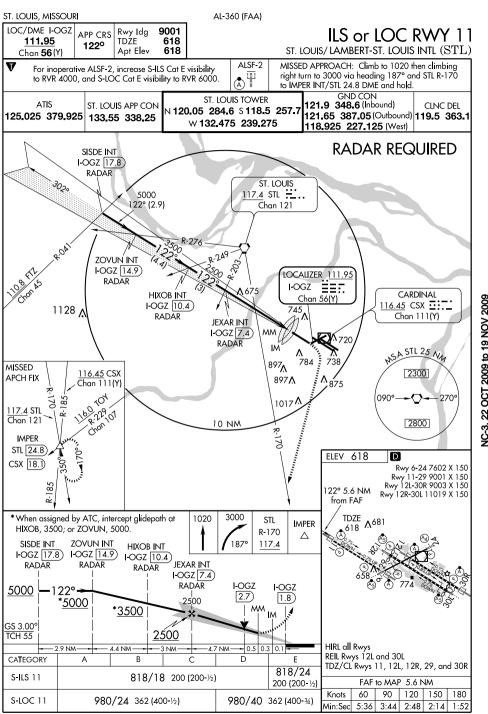
Multiple trees and antenna beginning 4240' from DER, 253' right of centerline, up to 142' AGL/741' MSL.

22 OCT 2009 to 19 NOV 2009

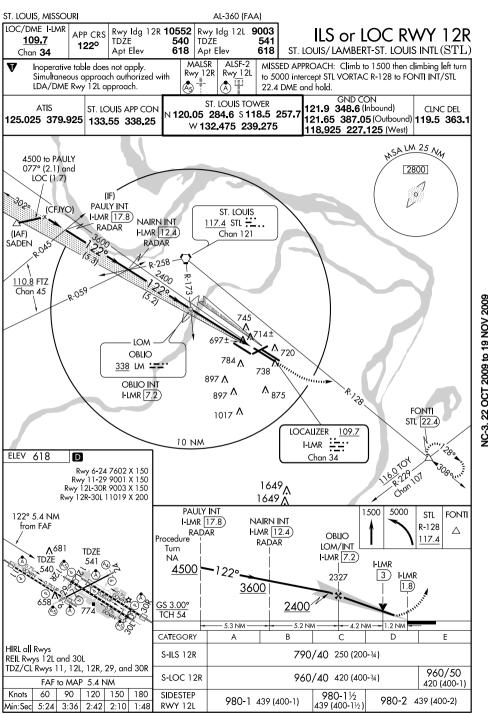
ST. LOUIS, MISSOURI





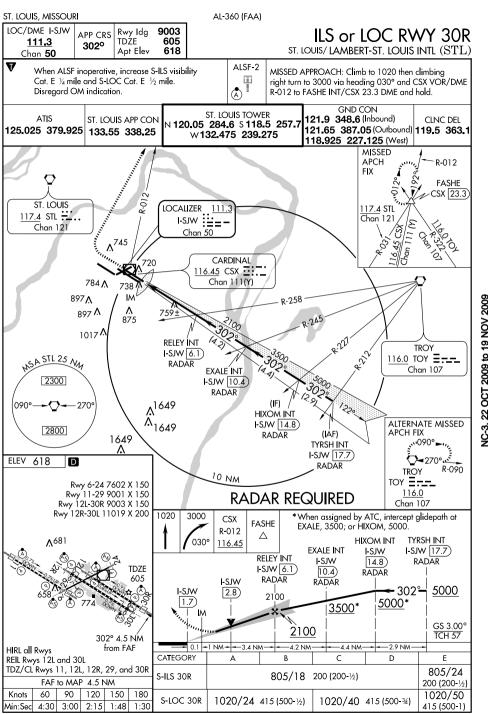


ST. LOUIS, MISSOURI AL-360 (FAA) LOC/DME I-LDZ Rwy Idg 9003 ILS or LOC RWY 12L APP CRS 108.9 TDŹF 541 1220 ST. LOUIS/LAMBERT-ST. LOUIS INTL (STL) Apt Elev 618 Chan **26** ALSF-2 When ALSF-2 inoperative, increase Cat E S-ILS visibility MISSED APPROACH: Climb to 2500 then climbing left ▥ to RVR 4000 and LOC visibility to 11/2 miles. turn to 3000 direct TOY VORTAC and hold. GND CON ST. LOUIS TOWER ATIS ST. LOUIS APP CON 121.9 348.6 (Inbound) CINC DEL N 120.05 284.6 S 118.5 257.7 125.025 379.925 133.55 338.25 121.65 387.05 (Outbound) 119.5 363.1 W 132.475 239.275 118.925 227.125 (West) ALTERNATE MISSED 1150 🛕 APCH (IAF) FIX **RUYON INT FASHE INT** I-LDZ 20.6 STL 19.4) RADAR MUVDE INT 116000 I-LDZ [17.8) RADAR (IF) ST. LOUIS **EUBIE INT** 17.4 STL 📜 .. I-LDZ 14.9 Chan 121 RADAR 35R-275 108FN Chan As LOCALIZER 108.9 2007 VOV 51 0109 to 19 NOV 2009 R-045 GREEP INT I-LDZ I-LDZ 7.5 Chan 26 RADAR 108 17 Chan 45 ⁷⁴⁵∧ 714± **FARIS INT** I-LDZ 10.5) /mm MSA STL 25 MA RADAR ₹ A⁷²⁰ 2300 784 <u>A</u> 738 090° -270° 897 Λ 875 <u>۸</u> 897 ! 2800 MISSED APCH FIX **∧** 1017 ...090°⊾ ELEV 618 D 1270° № R-090 TROY < Rwy 6-24 7602 X 150 RADAR and TOY = --Rwy 11-29 9001 X 150 Rwy 12L-30R 9003 X 150 116.0 DME REQUIRED Rwy 12R-30L 11019 X 150 Chan 107 122° 5.9 NM * When asssigned by ATC, intercept glidepath at 2500 3000 TOY from FAF FARIS, 3500; or EUBIE, 5000; or MUVDE, 6000. $\langle \rangle$ RUYON INT MUVDE INT **1**681 **TDZE** 116.0 I-LDZ 20.6) I-LDZ 17.8) EUBIE INT RADAR RADAR VGSI and ILS glidepath not coincident I-LDZ 14.9) FARIS INT GREEP INT I-LDZ 10.5) RADAR I-LDZ (7.5) RADAR I-LDZ 6000 122: I-LDZ RADAR *6000 2.8) 1.6 *5000 MM 2500 IM *3500 GS 3.00° 25Ó0 TCH 54 HIRL all Rwys -- 2.7 NM -- -- 2.9 NM ---- 4.4 NM-3 NM-4.7 NM → 0.7 0.3 0.2 REIL Rwys 12L and 30L CATEGORY Α B С D TDZ/CL Rwys 11, 12L, 12R, 29, and 30R 741/24 S-ILS 12L *7*41/18 200 (200-1/2) FAF to MAP 5.9 NM 200 (200-1/2) 60 90 120 150 180 980/40 Knots 980/24 439 (400-1/2) S-LOC 12L 980/50 439 (400-1) Min:Sec 3:56 439 (400-34) 5:54 2:57 2:22 1:58



ST. LOUIS, MISSOURI AL-360 (FAA) LOC/DME I-STL Rwy Idg 7602 ILS or LOC RWY 24 APP CRS TDŹF 534 110.3 243° ST. LOUIS/LAMBERT-ST. LOUIS INTL (STL) 604 Apt Elev Chan **40** Inoperative table does not apply to S-LOC 24 Cat C. MALS MISSED APPROACH: Climb to 3000 then right turn direct When MALS inoperative, increase visibility S-LOC 24 (A_d)---FTZ VORTAC and hold. Cat E ¼ mile. GND CON ST. LOUIS TOWER **ATIS** ST. LOUIS APP CON 121.9 348.6 (Inbound) CLNC DEL N 120.05 284.6 S 118.5 257.7 125.025 379.925 133.55 338.25 121.65 387.05 (Outbound) 119.5 363.1 W132.475 239.275 118,925 227,125 (West) RADAR REQUIRED NSA ST 25 Nu 2200 063° (IAF) ST. LOUIS 2800 ZUCKO INT 117.4 STL 🚻 I-STL 16.1) Chan 121 RADAR 817± MENNA INT I-STL 11.1 745_^ RADAR AC-3 22 OCT 2009 to 19 NOV 2009 LOM **7**. 720 ZUMAY 784 404 ST :: * 738 J-STL 5.6 /RADAR **∧**897 **∧** 897 MISSED APCH LOCALIZER 110.3 875 FIX I-STL <u>∺</u> **FORISTELL** FTZ **ΞΞ**:. Chan 40 1017 TROY R-280 110.8 116.0 TOY = --Chan 45 Chan 107 J1000 2800⋅1⋅ ALTERNATE 1649 MISSED 104 ELEV 604 1649 **∆**|Fix D Chan 107 $MERAM \triangle$ Rwy 6-24 7602 X 150 STL [18.1) Rwy 11-29 9001 X 150 ۸ Rwy 12L-30R 9003 X 150 1649 MERÁM Rwy 12R-30L 11019 X 200 STL 18.1 R-170 243° 4.2 NM from FAF 3000 FTZ ZUCKO INT **∧**681 \Diamond MENNA INT I-STL 16.1 I-STL [11.1] RADAR 110.8 ZUMAY LOM RADAR **TDZE** I-STL [5.6) RADAR I-STL 5000 1.4 1923 3500 GS 3.00° 2100 TCH 50 4.2 NM --5.5 NM 5 NM -HIRL all Rwys CATEGORY В F REIL Rwys 12L and 30L Α C TDZ/CL Rwys 11, 12L, 12R, 29, and 30R S-ILS 24 784/40 250 (200-34) FAF to MAP 4.2 NM 120 180 Knots 60 90 150 1000/60 S-LOC 24 1000/40 466 (400-34) 1000-11/2 466 (400-11/2) 466 (400-11/4) Min:Sec 4:12 2:48 2:06 1:41 1:24

ST. LOUIS, MISSOURI AL-360 (FAA) Rwy Idg 10818 ILS or LOC RWY 30L IOC I-BKY APP CRS TDŹE 583 3020 111.5 ST. LOUIS/LAMBERT-ST. LOUIS INTL (STL)Apt Elev 618 ADF required. MALSR For inoperative MALSR, increase S-ILS Cat E visibility to RVR MISSED APPROACH: Climb to 3000 then 4 4000 and S-LOC Cat E visibility to 2 miles. direct OBLIO LOM/INT and hold. (Å5) * RVR 1800 authorized with the use of HD or AP or HUD to DA GND CON ST. LOUIS TOWER ATIS ST. LOUIS APP CON 121.9 348.6 (Inbound) CLNC DEL N 120.05 284.6 S 118.5 257.7 125.025 379.925 133.55 338.25 121.65 387.05 (Outbound) 119.5 363.1 W 132,475 239,275 118.925 227.125 (West) ALTERNATE ST. LOUIS MISSED APCH FIX 117.4 STL <u>∷..</u> 116.0 TOY Chan 107 2800, R-280 TOY R-272 **HULSO** CSX [16) LOCALIZER 111.5 **∷**:∷ 116.45 CSX I-BKY Chan 111(Y) 745 **∧** LOM OBLIO ⁷⁸⁴∧ AC-3 22 OCT 2009 to 19 NOV 2009 338 LM :--738 ⁸⁹⁷Λ OBLIO INT R-257 R-243 **^**. 875 897 A JOICE INT STL 19 1017 **^** NSA STL 25 Ny MOIDD OM/INT 2200 TROY 2300 (4.8)116.0 TOY = .__ Chan 107 3500 270 302° (3.5) (JOXIP) _∆1649 (IF) 2800 FONT 1220 [∆]1649 STL 22.4 ELEV 618 D 4500 to FONTI (IAF) MOODS Rwy 6-24 7602 X 150 360° (1.7) 1649 Rwy 11-29 9001 X 150 and LOC (4.3) Rwy 12L-30R 9003 X 150 Rwy 12R-30L 11019 X 200 **∆**681 3000 **FONTI** LM Procedure Turn NA JOICE INT STL 22.4) < \circ >MOIDD STL [19] OM/INT 338 -302°- 4500 2162 583 3500 3029 4.7 NM GS 3.00° 2200 from FAF TCH 58 4.7 NM -HIRL all Rwys 4.8 NM -- 3.5 NM -REIL Rwys 12L and 30L CATEGORY Α В C D Ε TDZ/CL[°] Rwys 11, 12L, 12R, 29, and 30R S-ILS 30L * 783/24 200 (200-1/2) FAF to MAP 4.7 NM 60 90 120 150 180 1140/50 Knots 1140/60 1140-11/2 S-LOC 30L 1140/24 557 (600-1/2) 557 (600-1) | 557 (600-1¼) | 557 (600-1½) | Min:Sec 4:42 3:08 2:21 1:53 1:34



AL-360 (FAA) ILS PRM RWY 11 (SIMULTANEOUS CLOSE PARALLEL) ST. LOUIS, MISSOURI IOC/DMF I-OG7 Rwy Ida 9001 APP CRS 111.95 TDŹE 618 1220 ST. LOUIS/LAMBERT-ST. LOUIS INTL (STI Apt Elev 618 Chan **56**(Y) Dual VHF comm required. Disregard MM and IM indications. MISSED APPROACH: Climb to 1020 ALSF-2 See additional requirements on PRM information page.

ANA For inoperative ALSF-2, increase S-ILS Cat E visibility to RVR 4000. then climbing right turn to 3000 via Ŧ heading 187° and STL R-170 Simultaneous close parallel approach authorized with ILS PRM RWY 12L. to IMPER INT/STI 24 8 DMF and hold Procedure not authorized when alideslope not available. ST. LOUIS TOWER GND CON ST. LOUIS APP CON IN 120,05 284,6 S 118.5 257.7 121.9 348.6 (Inbound) ATIS CLNC DEL 121.65 387.05 (Outbound) 119.5 363.1 125.025 379.925 133.55 338.25 W132.475 239.275 PRM 125.15 118,925 227,125 (West) SISDE INT I-OGZ 17.8) RADAR 3020 ST. LOUIS 117.4 STL <u>∺</u>. 5000 122° (2.9) _ Chan 121 R-276 R-249 ZOVUŃ INT I-OGZ 14.9 LOCALIZER 111.95 RADAR I-OGZ **≡**≡:. AC-3 22 OCT 2009 to 19 NOV 2009 HIXOB ÎNT CARDINAL Chan 56(Y) 116.45 CSX I-OGZ 10.4) 745 ^\ Chan 111(Y) RADAR JEXAR INT I-OGZ 7.4 NSA STL 25 M **1**720 ⁷⁸⁴∧ RADAR 2300 897 738 MISSED <u>∧</u>875 116.45 CSX 897 A 270° APCH FIX Chan 111(Y) 1017/ 2800 117.4 STL 169279 OI 10 NM Chan 121 Chan ELEV 618 D **IMPER** STL 24.8 Rwy 6-24 7602 X 150 Rwy 11-29 9001 X 150 Rwy 12L-30R 9003 X 150 CSX [18.1) RADAR and DME Rwv 12R-30L 11019 X 150 **REQUIRED** 122° 1649-*When assigned by ATC, intercept glidepath at TDZE 3000 1020 STL **IMPER** 618 HIXOB, 3500; or ZOVUN, 5000. R-170 Δ 187° 117.4 SISDE INT **ZOVUN INT** I-OGZ 14.9) I-OGZ 17.8) HIXOB INT RADAR RADAR JEXAR INT I-OGZ 10.4 I-OGZ (7.4) RADAR RADAR -122°-5000 *5000 2500 *3500 GS 3.00° TCH 55 25Ó0 5.6 NM 2.9 NM 4.4 NM 3 NM D CATEGORY HIRL all Rwys 818/24 REIL Rwys 12L and 30L S-ILS 11 818/18 200 (200-1/2) TDZ/CL Rwys 11, 12L, 12R, 29, and 30R 200 (200-1/2)

ILS PRM RWY 11 Orig-B 06271

ST. LOUIS/LAMBERT-ST. LOUIS INTL (STL)(SIMULTANEOUS CLOSE PARALLEL) AL-360 (FAA)

ST. LOUIS, MISSOURI

ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to STL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit and shall notify the Kansas City ARTCC as soon as practical, but at least 100 miles from STL.

- Condensed Briefing Point: When instructed, immediately switch to the tower frequency and select the monitor frequency audio.
- ATIS. When the ATIS broadcast advises that simultaneous ILS/PRM 11 and ILS/PRM 12L approaches are in progress, pilots should brief to fly the ILS/PRM 11 approach. If later advised to expect an ILS 11 approach, the ILS/PRM 11 chart may be used after completing the following briefing items:
 - (a) Minimums and missed approach procedures are unchanged.
 - (b) Monitor frequency no longer required.
 - (c) A lower glideslope intercept altitude may be assigned when advised to expect ILS 11 approach.
- 2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.
- 3. ALL "Breakouts" are to be hand flown to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.
 - (a) ATC Directed "Breakouts": ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1000 feet required obstruction clearance. The applicable MVA is 2100 feet at STL.
 - (b) Phraseology "TRAFFIC ALERT": If an aircraft enters the "NO TRANSGRESSION ZONE" (NTZ), the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:
 - "TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".
- 4. Glide Slope Navigation: Descending on the glide slope ensures compliance with any charted crossing restrictions.

AL-360 (FAA) ST. LOUIS, MISSOURI ILS PRM RWY 11 (CAT II) IOC/DMF I-OG7 9001 (SIMULTANEOUS CLOSE PARALLEL) Rwy Idg APP CRS TDŹE 618 111.95 1220 ST. LOUIS/LAMBERT-ST. LOUIS INTL (STL) Apt Elev 618 Chan **56**(Y) Dual VHF comm required MISSED APPROACH: Climb to 1020 ALSF-2 Disregard MM and IM indications. A NA See additional requirements on PRM information page then climbing right turn to 3000 via heading 187° and STL R-170 to IMPER Simultaneous close parallel approach authorized with ILS PRM RWY 12L. INT/STL 24.8 DME and hold. Procedure not authorized when glideslope not available. GND CON ST. LOUIS TOWER ST. LOUIS APP CON N 120.05 284.6 S 118.5 257.7 121.9 348.6 (Inbound) **ATIS** CINC DEL W132,475 239,275 125.025 379.925 133.55 338.25 121.65 387.05 (Outbound) 119.5 363.1 PRM 125.15 118.925 227.125 (West) RADAR and DME REQUIRED SISDE INT I-OGZ 17.8 RADAR 3020 ST. LOUIS 117.4 STL 🚻. 5000 122° (2.9) R-276 R-249 ZOVUŃ INT I-OGZ 14.9 LOCALIZER 111.95 RADAR I-OGZ ΞΞπ 2. 2. 2. OCT 2009 to 19 NOV 2009 CARDINAL HIXOB ÎNT Chan 56(Y) 116.45 CSX **□:** ... 745 ^\ I-OGZ 10.4 1128 Chan 111(Y) RADAR IFXAR INT I-OGZ (7.4) NSA STL 25 M **5**720 RADAR ⁷⁸⁴∧ MISSED 116.45 CSX APCH FIX 897<u>^</u> 2300 Chan 111(Y) 738 10x **∧** 875 897 1 2709 117.4 STL 16/22/01 Chan 121 1017 Chan 2800 **IMPER** 10 NM - R-170 STL 24.8) CSX [18.1) ELEV 618 D Rwy 6-24 7602 X 150 Rwy 11-29 9001 X 150 Rwy 12L-30R 9003 X 150 Rwy 12R-30L 11019 X 150 * When assigned by ATC, intercept alidepath at 3000 1020 STL **IMPER** HIXOB, 3500; or ZOVUN, 5000. R-170 **TDZE** Δ **∆**681 618 SISDE INT ZOVUN INT 187° 117.4 HIXOB INT I-OGZ 17.8) I-OGZ 14.9) I-OGZ 10.4 RADAR RADAR RADAR JEXAR INT I-OGZ (7.4) DH RADAR -122°-5000 i **RA187** 2500 *5000 618 *3500 MSL GS 3.00° 2500 TCH 55 3 NM 2.9 NM 4.4 NM 5.4 NM B CATEGORY S-ILS 11 718/12 100 RA 187 CATEGORY II ILS - SPECIAL AIRCREW HIRL all Rwys REIL Rwys 12L and 30L & AIRCRAFT CERTIFICATION REQUIRED TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

ILS PRM RWY 11 (CAT II) Orig-B 06271

ILS 11 approach.

phraseology for the breakout will be:

(SIMULTANEOUS CLOSE PARALLEL)

ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)
AL-360 (FAA) ST. LOUIS, MISSOURI

ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to STL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit and shall notify the Kansas City ARTCC as soon as practical, but at least 100 miles from STL.

- Condensed Briefing Point:

 When instructed, immediately switch to the tower frequency and select the monitor frequency audio.
- 1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM 11 and ILS/PRM 12L approaches are in progress, pilots should brief to fly the ILS/PRM 11 approach. If later advised to expect an ILS 11 approach, the ILS/PRM 11 chart may be used after completing the following briefing items:
 - (a) Minimums and missed approach procedures are unchanged.
 - (b) Monitor frequency no longer required.(c) A lower glideslope intercept altitude may be assigned when advised to expect
- 2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.
- 3. **ALL "Breakouts"** are to be hand flown to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.
 - (a) ATC Directed "Breakouts": ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1000 feet required obstruction clearance. The
 - altitude (MVA) which provides at least 1000 feet required obstruction clearance. The applicable MVA is 2100 feet at STL.
 (b) Phraseology "TRAFFIC ALERT": If an aircraft enters the "NO TRANSGRESSION ZONE" (NTZ), the controller will breakout the threatened aircraft on the adjacent approach. The
 - "TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".
- 4. Glide Slope Navigation: Descending on the glide slope ensures compliance with any charted crossing restrictions.

AL-360 (FAA) ILS PRM RWY 11 (CAT III) ST. LOUIS, MISSOURI IOC/DMF I-OG7 9001 (SIMULTANEOUS CLOSE PARALLEL) Rwy Idg APP CRS TDŹE 618 111.95 1220 ST. LOUIS/LAMBERT-ST. LOUIS INTL (STL) Apt Elev 618 Chan 56 (Y) Dual VHF comm required MISSED APPROACH: Climb to 1020 Disregard MM and IM indications.
See additional requirements on PRM information page. ALSF-2 A then climbing right turn to 3000 via heading 187° and STL R-170 Simultaneous close parallel approach authorized with ILS PRM RWY 12L. to IMPER INT/STL 24.8 DME and hold. Procedure not authorized when alideslope not available. ST. LOUIS TOWER GND CON ST. LOUIS APP CON N 120.05 284.6 S 118.5 257.7 121.9 348.6 (Inbound) ATIS CLNC DEL 125.025 379.925 133.55 338.25 W132,475 239,275 121.65 387.05 (Outbound) 119.5 363.1 PRM 125.15 118.925 227.125 (West) RADAR and DME REQUIRED SISDE INT I-OGZ 17.8 RADAR 3020 ST. LOUIS 117.4 STL 끘. 5000 122° (2.9) _ Chan 121 R-276 R-249 ZOVUŃ INT I-OGZ 14.9 LOCALIZER 111.95 RADAR I-OGZ ΞΞπ AC-3 22 OCT 2009 to 19 NOV 2009 CARDINAL HIXOB INT Chan 56(Y) 116.45 CSX ... 745 ^\ I-OGZ 10.4 1128 Chan 111(Y) RADAR JEXAR INT MISSED 116.45 CSX I-OGZ (7.4) **(**720 APCH FIX Chan 111(Y) SA STL 25 M RADAR ⁷⁸⁴∧ 897<u>^</u> 738 2300 117.4 STL 6229 Chan 121 Chan Λ 875 897 1 270° **IMPFR** 1017 STL 24.8 2800 CSX [18.1) 10 NM ELEV 618 85 D Rwy 6-24 7602 X 150 Rwy 11-29 9001 X 150 *When assigned by ATC, intercept glidepath at 3000 1020 STL **IMPER** Rwy 12L-30R 9003 X 150 HIXOB, 3500; or ZOVUN, 5000. R-170 Rwy 12R-30L 11019 X 150 Δ SISDE INT **ZOVUN INT** 1879 117.4 HIXOB INT I-OGZ 17.8) I-OGZ 14.9) TDZE I-OGZ 10.4 **∧**681 RADAR 618 RADAR RADAR JEXAR INT I-OGZ (7.4) RADAR -122°- 5000 h 2500 *5000 618 *3500 MSL GS 3.00° TCH 55 2500 2 9 NM 4 4 NM 3 NM 5.6 NM CATEGORY B C S-ILS 11 CAT IIIa RVR 07 S-ILS 11 CAT IIIb RVR 06 S-IIS 11 CAT IIIc NA CATEGORY III ILS - SPECIAL AIRCREW HIRL all Rwys REIL Rwys 12L and 30L & AIRCRAFT CERTIFICATION REQUIRED TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

ILS PRM RWY 11 (CAT III) Orig-B 06271

(SIMULTANEOUS CLOSE PARALLEL)

ST. LOUIS/LAMBERT-ST. LOUIS INTL (STL)
AL-360 (FAA) ST. LOUIS, MISSOURI

ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to STL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit and shall notify the Kansas City ARTCC as soon as practical, but at least 100 miles from STL.

- Condensed Briefing Point:

 When instructed, immediately switch to the tower frequency and select the monitor frequency audio.
- 1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM 11 and ILS/PRM 12L approaches are in progress, pilots should brief to fly the ILS/PRM 11 approach. If later advised to expect an ILS 11 approach, the ILS/PRM 11 chart may be used after completing the following briefing items:
 - (a) Minimums and missed approach procedures are unchanged.
 - (b) Monitor frequency no longer required.

applicable MVA is 2100 feet at STL.

- (c) A lower glideslope intercept altitude may be assigned when advised to expect ILS 11 approach.
- 2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.
- 3. **ALL "Breakouts"** are to be hand flown to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.
 - (a) ATC Directed "Breakouts": ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1000 feet required obstruction clearance. The
 - (b) Phraseology "TRAFFIC ALERT": If an aircraft enters the "NO TRANSGRESSION ZONE" (NTZ), the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:
 - "TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".
- 4. Glide Slope Navigation: Descending on the glide slope ensures compliance with any charted crossing restrictions.

ILS PRM RWY 12L AL-360 (FAA) ST. LOUIS, MISSOURI LOC/DME I-LDZ 9003 Rwy Idg (SIMULTANEOUS CLOSE PARALLEL) APP CRS 108.9 TDŹF 541 1220 ST. LOUIS/LAMBERT-ST. LOUIS INTL (STL) Apt Elev 618 Chan **26** Procedure not authorized when glideslope not available. Dual VHF comm required ALSE-2 ANA Disregard MM and IM indications. MISSED APPROACH: Climb to 2500. See additional requirements on PRM information page. then climbing left turn to 3000 direct (Å) When ALSF-2 inoperative, increase Cat E S-ILS visibility to RVR 4000. TOY VORTAC and hold. Simultaneous close parallel approach authorized with ILS PRM RWY 11, ILS PRM RWY 11 (CAT II), and ILS PRM RWY 11 (CAT III) ST. LOUIS TOWER GND CON ST. LOUIS APP CON IN **120.05 284.6** S **118.5 257.7** 121.9 348.6 (Inbound) **ATIS** CLNC DEL 125.025 379.925 133.55 338.25 W132.475 239.275 121.65 387.05 (Outbound) 119.5 363.1 PRM 134,925 118,925 227,125 (West) **ALTERNATE** MISSED 1150 🛕 APCH (IAF) FIX **RUYON INT FASHE INT** I-LDZ 20.6 STL [19.4) RADAR MUVDE INT I-LDZ 17.8) RADAR (IF) ST. LOUIS **EUBIE INT** 117.4 STL <u>∺</u>.. I-LDZ 14.9 _ Chan 121 RADAR 22 22 OCT 2009 to 19 NOV 2009 3500 200 LOCALIZER 108.9 R.045 GREEP INT I-LDZ 7.5 Chan 26 110.8 FT RADAR Chan 45 FARIS INT 745 I-LDZ 10.5) RADAR RADAR and ⁷⁸⁴∧ A STL 25 M DME REQUIRED 738 897<u>^</u> 2300 897 1 MISSED APCH FIX **ELEV 618** D 1017 **^** Rwy 6-24 7602 X 150 Rwy 11-29 9001 X 150 TROY (R-090 122° Rwy 12L-30R 9003 X 150 TOY = .___ Rwv 12R-30L 11019 X 150 2800 116.0 Chan 107 TDZE When asssigned by ATC, intercept glidepath at **∧**681 2500 3000 TOY FARIS, 3500; or EUBIE, 5000; or MUVDE, 6000. \Diamond RUYON INT MUVDE INT 116.0 I-LDZ 20.6) I-LDZ 17.8 EUBIE INT RADAR VGSI and ILS glidepath not coincident RADAR I-LDZ 14.9) FARIS INT **GREEP INT** I-LDZ 10.5) RADAR I-LDZ (7.5) RADAR 6000 122: RADAR *6000 *5000 2500 *3500 GS 3.00° 2500TCH 54 5.9 NM -4.4 NM-CATEGORY C Ε HIRL all Rwys 741/24 REIL Rwys 12L and 30L S-ILS 12L 741/18 200 (200-1/2) TDZ/CL Rwys 11, 12L, 12R, 29, and 30R 200 (200-1/2)

ST. LOUIS/LAMBERT-ST. LOUIS INTL (STL)AL-360 (FAA) ST. LOUIS, MISSOURI

(SIMULTANEOUS CLOSE PARALLEL)

ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to STL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit. Non-participating pilots shall notify the Kansas City ARTCC as soon as practical, but at least 100 miles from STL.

Condensed Briefing Point: When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

- ATIS. When the ATIS broadcast advises that simultaneous ILS/PRM 12L and ILS/PRM 11 approaches are in progress, pilots should brief to fly the ILS/PRM 12L approach. If later advised to expect an ILS 12L approach, the ILS/PRM 12L chart may be used after completing the following briefing items:
 - (a) Minimums and missed approach procedures are unchanged.
 - (b) Monitor frequency no longer required.
 - (c) A lower glideslope intercept altitude may be assigned when advised to expect ILS 12L approach.
- 2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.
- 3. ALL "Breakouts" are to be hand flown to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.
 - (a) ATC Directed "Breakouts": ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1000 feet required obstruction clearance. The applicable MVA is 2100 feet at STL.
 - (b) Phraseology "TRAFFIC ALERT": If an aircraft enters the "NO TRANSGRESSION ZONE" (NTZ), the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:
 - "TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".
- 4. Glide Slope Navigation: Descending on the glide slope ensures compliance with any charted crossing restrictions.

NC-3 22 OCT 2009 to 19 NOV 2009

ILS PRM RWY 12L (CAT II) AL-360 (FAA) ST. LOUIS. MISSOURI LOC/DME I-LDZ Rwy Ida 9003 (SIMULTANEOUS CLOSE PARALLEL) APP CRS 541 108.9 TDŹF 122° ST. LOUIS/LAMBERT-ST. LOUIS INTL (STL) Apt Elev 618 Chan **26** Procedure not authorized when alideslope not available. Dual VHF comm required. ALSF-2 MISSED APPROACH: Climb to 2500 ANA Disregard MM and IM indications. then climbing left turn to 3000 direct Ŧ See additional requirements on PRM information page. TOY VORTAC and hold Simultaneous close parallel approach authorized with ILS PRM RWY 11, ILS PRM RWY 11 (CAT II), and ILS PRM RWY 11 (CAT III) ST. LOUIS TOWER GND CON **ATIS** ST. LOUIS APP CON IN 120.05 284.6 S 118.5 257.7 121.9 348.6 (Inbound) CINC DEL 125.025 379.925 133.55 338.25 121.65 387.05 (Outbound) 119.5 363.1 W132.475 239.275 PRM 134.925 118,925 227,125 (West) ALTERNATE MISSED 1150 🐧 (IAF) APCH **RUYON INT** FIX 10 NM **FASHE INT** I-LDZ 20.6 STL [19.4) RADAR MUVDE INT I-LDZ 17.8) RADAR (IF) ST. LOUIS **EUBIE INT** 117.4 STL <u>∺</u>.. I-LDZ 14.9 _ Chan 121 RADAR 22 22 OCT 2009 to 19 NOV 2009 35R-275 LOCALIZER 108.9 GREEP INT I-LDZ I-LDZ 7.5 RADAR 10.8 FT NSA STL 25 M Chan 26 Chan 45 FARIS INT 745 2300 I-LDZ 10.5) RADAR 784 **/**. 738 2800 897 Λ MISSED APCH FIX 897 ELEV 618 D 1017 **^** TROY RADAR and TOY = .___ Rwy 6-24 7602 X 150 116.0 Rwy 11-29 9001 X 150 DME REQUIRED Chan 107 Rwy 12L-30R 9003 X 150 Rwy 12R-30L 11019 X 150 When asssigned by ATC, intercept glidepath at 2500 3000 TOY FARIS, 3500; or EUBIE, 5000; or MUVDE, 6000. RUYON INT MUVDE INT **TDZE ∧**681 116.0 I-LDZ 20.6) I-LDZ 17.8) EUBIE INT RADAR RADAR VGSI and ILS glidepath not coincident FARIS INT I-LDZ 14.9) **GREEP INT** I-LDZ RADAR I-LDZ 7.5 10.5 6000 122: RADAR DH *6000 RADAR **RA 110** 5000 2500 *3500 541 GS 3.00° MSL TCH 54 2500 -2.7 NM 2.9 NM 4.4 NM 5.7 NM 1128 CATEGORY S-ILS 12L 641/12 100 RA 110 CATEGORY II ILS - SPECIAL AIRCREW HIRL all Rwys REIL Rwys 12L and 30L & AIRCRAFT CERTIFICATION REQUIRED TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

IIS PRM RWY 121 (CAT II) Orig-A 06159 (SIMULTANEOUS CLOSE PARALLEL)

ILS 12L approach.

applicable MVA is 2100 feet at STL.

ST. LOUIS/LAMBERT-ST. LOUIS INTL (STL)AL-360 (FAA)

ST. LOUIS, MISSOURI

ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf. must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to STL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit. Non-participating pilots shall notify the Kansas City ARTCC as soon as practical, but at least 100 miles from STL.

Condensed Briefing Point: When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

- ATIS. When the ATIS broadcast advises that simultaneous ILS/PRM 12L and ILS/PRM 11 approaches are in progress, pilots should brief to fly the ILS/PRM 12L approach. If later advised to expect an ILS 12L approach, the ILS/PRM 12L chart may be used after completing the following briefing items:
 - (a) Minimums and missed approach procedures are unchanged.
 - (b) Monitor frequency no longer required. (c) A lower glideslope intercept altitude may be assigned when advised to expect
- 2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.
- 3. ALL "Breakouts" are to be hand flown to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.
 - (a) ATC Directed "Breakouts": ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1000 feet required obstruction clearance. The
 - (b) Phraseology "TRAFFIC ALERT": If an aircraft enters the "NO TRANSGRESSION ZONE" (NTZ), the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:
 - "TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".
- 4. Glide Slope Navigation: Descending on the glide slope ensures compliance with any charted crossing restrictions.

AL-360 (FAA) ILS PRM RWY 12L (CAT III) ST. LOUIS, MISSOURI LOC/DME I-LDZ (SIMULTANEOUS CLOSE PARALLEL) Rwy Idg 9003 APP CRS 108.9 TDŹF 541 122° ST. LOUIS/LAMBERT-ST. LOUIS INTL (STL) Apt Elev 618 Chan **26** Procedure not authorized when alideslope not available. Dual VHF comm required ALSF-2 MISSED APPROACH: Climb to 2500 ANA Disregard MM and IM indications. ▥ then climbing left turn to 3000 direct See additional requirements on PRM information page. TOY VORTAC and hold (Å) Simultaneous close parallel approach authorized with ILS PRM RWY 11. ILS PRM RWY 11 (CAT II), and ILS PRM RWY 11 (CAT III) ST. LOUIS TOWER GND CON 121.9 348.6 (Inbound) ST. LOUIS APP CON IN 120.05 284.6 S 118.5 257.7 CLNC DEL 125.025 379.925 133.55 338.25 W132.475 239.275 121.65 387.05 (Outbound) 119.5 363.1 PRM 134,925 118.925 227.125 (West) **ALTERNATE** 1150 A MISSED (IAF) **APCH RUYON INT** FIX **FASHE INT** I-LDZ 20.6 ST. LOUIS STL 19.4) RADAR 117.4 STL :::.. MUVDE INT Chan 121 I-LDZ 17.8) RADAR (IF) EUBIE INT I-LDZ 14.9) RADAR MISSED APCH FIX 35 R-275 22 22 OCT 2009 to 19 NOV 2009 108 FT GREEP INT R.O45 I-LDZ 7.5 TROY RADAR TOY <u>= - -</u> 116.0 NSA STL 25 MM 108 171 Chan 107 FARIS INT 745 I-LDZ 10.5) 2300 RADAR ⁷⁸⁴∧ 897∧ 2800 897/ 875 LOCALIZER 108.9 RADAR and I-LDZ FIFV 618 D 1017 **^** Chan 26 DMF REQUIRED Rwy 6-24 7602 X 150 Rwy 11-29 9001 X 150 When asssigned by ATC, intercept glidepath at 2500 3000 TOY Rwy 12L-30R 9003 X 150 FARIS, 3500; or EUBIE, 5000; or MUVDE, 6000. Rwy 12R-30L 11019 X 150 $\langle \rangle$ RUYON INT MUVDE INT 116.0 I-LDZ 20.6) I-LDZ 17.8) RADAR EUBIE INT RADAR VGSI and ILS alidepath **∧**681 I-LDZ 14.9) TDZE FARIS INT GREEP INT not coincident RADAR I-LDZ 10.5 I-LDZ 7.5 6000 RADAR 222 RADAR *6000 5000 2500 *3500 541 GS 3.00° MSL 2500 TCH 54 -- 2.7 NM--- 2.9 NM ---4.4 NM --5.9 NM CATEGORY В S-ILS 12I CAT IIIa RVR 07 S-ILS 12L CAT IIIb RVR 06 S-ILS 12L CAT IIIc NA CATEGORY III ILS - SPECIAL AIRCREW HIRL all Rwys REIL Rwys 12L and 30L & AIRCRAFT CERTIFICATION REQUIRED TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

ILS PRM RWY 12L (CAT III) Orig-A 06159
(SIMULTANEOUS CLOSE PARALLEL) ST. LOUIS/

ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)
AL-360 (FAA) ST. LOUIS, MISSOURI

ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to STL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit. Non-participating pilots shall notify

the Kansas City ARTCC as soon as practical, but at least 100 miles from STL.

Condensed Briefina Point:

ILS 12L approach.

- When instructed, immediately switch to the tower frequency and select the monitor frequency audio.
- 1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM 12L and ILS/PRM 11 approaches are in progress, pilots should brief to fly the ILS/PRM 12L approach. If later advised to expect an ILS 12L approach, the ILS/PRM 12L chart may be used after completing the following briefina items:
 - (a) Minimums and missed approach procedures are unchanged.
 - (b) Monitor frequency no longer required.(c) A lower glideslope intercept altitude may be assigned when advised to expect
- 2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.
- 3. **ALL "Breakouts"** are to be hand flown to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.
 - (a) ATC Directed "Breakouts": ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1000 feet required obstruction clearance. The applicable MVA is 2100 feet at STL.
 - (b) Phraseology "TRAFFIC ALERT": If an aircraft enters the "NO TRANSGRESSION ZONE" (NTZ), the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:
 - "TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".
- 4. Glide Slope Navigation: Descending on the glide slope ensures compliance with any charted crossing restrictions.

ILS PRM RWY 29 AL-360 (FAA) ST. LOUIS, MISSOURI LOC/DME I-RQN (SIMULTANEOUS CLOSE PARALLEL) Rwy Ida 9001 APP CRS 580 TDŹE 111.95 302° ST. LOUIS/LAMBERT-ST. LOUIS INTL (STL) Apt Elev 618 Chan 56(Y) Procedure not authorized when alideslope not available. Dual VHF comm required. DME Required. ANA See additional requirements on PRM information page. ALSF-2 MISSED APPROACH: Climb to 1040 then climbing left turn to 3000 via heading 285° For inoperative ALSF-2, increase S-ILS Cat E visibility to RVR 5000. and CSX VOR/DME R-280 to HULSO/CSX Simultaneous close parallel approach authorized (Å) 16 DME and hold. with ILS PRM RWY 30R, ILS PRM RWY 30R (CAT II), and ILS PRM RWY 30R (CAT III) GND CON ST. LOUIS TOWER ATIS ST. LOUIS APP CON IN 120.05 284.6 S 118.5 257.7 121.9 348.6 (Inbound) CLNC DEL 125.025 379.925 133.55 338.25 121.65 387.05 (Outbound) 119.5 363.1 W132.475 239.275 PRM 125.15 118.925 227.125 (West) 2300 ST. LOUIS 117.4 STL ::.. CARDINAL Chan 121 116.45 CSX Chan 111(Y) R-280 2800 TROY 599± **ZX**/720 116.0 TOY = --Chan 107 LOCALIZER 111.95 I-RQN ::-:. **∧** 784 2. 2. 2. OCT 2009 to 19 NOV 2009 R-259 897 Chan 56(Y) ^875 R-250 **^.** 897 MISSED APCH FIX 477 **^** 101*7* 116.0 TOY KEGBE INT 280°,, Chan 107 I-RQN 6.9 RADAR <u>≤</u>100°, JIGIM IŃT (IAF) I-RQN 10.5 FORAM INT R-272 RADAR (IF) I-RQN 19.7 **HULSO INT** 116.45 CSX HUGBA INT 1649 CSX [16) Chan 111 (Y) RADAR I-RQN 13.5 TOY 36.7 Λ₁₆₄₉ RADAR ZUMLA IŃT I-RQN 17.8 **ELEV** 618 D 6000 RADAR . 302° (1.8) 1649 Rwy 6-24 7602 X 150 Rwy 11-29 9001 X 150 10 NM Rwy 12L-30R 9003 X 150 Rwv 12R-30L 11019 X 150 RADAR and DME REQUIRED **∿**681 * When assigned by ATC, intercept glidepath 1040 3000 CSX **HULSO INT** at JIGIM, 3500; or HUGBA, 4500; or ZUMLA, R-280 CSX [16) 6000. 285° 116.45 ZUMLA INT FORAM INT I-RQN [17.8] I-RQN [19.7] Glideslope unusable below 2300 feet MSL for coupled approaches. HUGBA INT RADAR RADAR Disregard IM indications JIGIM INT I-RQN 13.5 KEGBE INT I-RQN 10.5) RADAR 580 -302°-6000 I-RQN 6.9 RADAR 6000* **RADAR** 4500* 2300 3500* GS 3.00° 2300 **TCH 56** 5.2 NM 3.6 NM -1.8 NM 4.4 NM HIRL all Rwys REIL Rwys 12L and 30L CATEGORY TDZ/CL Rwys 11, 12L, 12R, 29, and 30R S-ILS 29 830/40 250 (300-34)

ILS PRM RWY 29 Amdt 1A 06271 ST. LOUIS/LAMBERT-ST. LOUIS INTL (STL)

(SIMULTANEOUS CLOSE PARALLEL) AL-360 (FAA) ST. LOUIS, MISSOURI

ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to STL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit. Non-paticipating pilots shall notify the

following briefing items:

Condensed Briefing Point: When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. ATIS. When the ATIS broadcast advises that simultaneous ILS/PRM approaches or ILS PRM 30R and LDA PRM 30L approaches are in progress (SOIA), pilots should brief to fly the ILS/PRM approach.

If later advised to expect an ILS approach, the ILS/PRM chart may be used after completing the

(a) Minimums and missed approach procedures are unchanged.

Kansas City ARTCC as soon as practical, but at least 100 miles from STL.

- (b) Monitor frequency no longer required.
- (c) A lower glideslope intercept altitude may be assigned when advised to expect ILS 29 approach.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway

- will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.
- shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately. (a) ATC Directed "Breakouts": ATC directed breakouts will consist of a turn and a climb or

3. ALL "Breakouts" are to be hand flown to assure that the maneuver is accomplished in the

- descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1000 feet required obstruction clearance. The
- applicable MVA is 2100 feet at STL. (b) Phraseology - "TRAFFIC ALERT": If an aircraft enters the "NO TRANSGRESSION ZONE" (NTZ), the controller will breakout the threatened aircraft on the adjacent approach. The
- phraseology for the breakout will be: "TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".
- 4. Glide Slope Navigation: Descending on the glide slope ensures compliance with any charted crossing restrictions.
- 5. LDA Traffic (SOIA only): When ILS/PRM 30R and LDA/PRM 30L approaches are in progress, the aircraft conducting the Offset LDA/PRM approach to Runway 30L will approach from the left-rear and will re-align with 30L after making visual contact with the ILS traffic.

NC-3 22 OCT 2009 to 19 NOV 2009

ILS PRM RWY 30R AL-360 (FAA) ST. LOUIS, MISSOURI LOC/DME I-SJW (SIMULTANEOUS CLOSE PARALLEL) Rwy Idg 9003 APP CRS TDŹE 605 111,3 302° ST. LOUIS/LAMBERT-ST. LOUIS INTL (STL) Apt Elev 618 Chan 50 Rwy 30L and Rwy 30R separated by 1300' centerline to centerline. When ALS inoperative, increase S-ILS visibility Cat. E ½ mile. Simultaneous close parallel approach authorized with LDA PRM RWY 30L or ILS PRM RWY 29. MISSED APPROACH: Climb to 1020 then ALSF-2 climbing right turn to 3000 via heading 030° and CSX VOR/DME R-012 to (Ā) Ī Dual VHF comm required FASHE INT/CSX 23.3 DME and hold. Procedure NA when glideslope not available. See additional requirements on PRM information page. GND CON ST. LOUIS TOWER **ATIS** 121.9 348.6 (Inbound) ST. LOUIS APP CON N 120.05 284.6 S 118.5 257.7 CINC DEL 125.025 379.925 133.55 338.25 W 132.475 239.275 121.65 387.05 (Outbound) 119.5 363.1 118.925 227.125 (West) PRM 134,925 278,3 MISSED APCH R-012 FIX **FASHE** R-012. CSX 23.3 ST. LOUIS LOCALIZER 111.3 117.4 STL 117.4 STL ∺ ... ï-sjw 🟪 Chan 121 Chan 121 ^⁷⁴⁵ Chan 50 CARDINAL 116.45 CSX ... ⁷⁸⁴∧ AC-3 22 OCT 2009 to 19 NOV 2009 Chan 111(Y) 897**^** R-258 897 A R-245 875 2100 302: 1017 1 NSA STL 25 M RELEY INT TROY I-SJW 6.1 116.0 TOY = --30 2300 RADAR Chan 107 EXALE INT I-SJW 10.4 0900 RADAR 1649 (IF) 2800 HIXOM INT I-SJW 14.8 1649 ALTERNATE MISSED RADAR (IÁF) APCH FIX ELEV 618 TYRSH INT ,vi090°► I-SJW 17.7 Rwy 6-24 7602 X 150 RADAR Rwy 11-29 9001 X 150 R-090 TROY Rwy 12L-30R 9003 X 150 10 NM TOY = .__ Rwy 12R-30L 11019 X 200 116.0 RADAR REQUIRED Chan 107 1020 3000 * When assigned by ATC, intercept alidepath at **∿**681 CSX FASHE EXALE, 3500; or HIXOM, 5000. R-012 Δ HIXOM INT TYRSH INT 030° 116.45 TDZE I-SJW 17.7 **EXALE INT** I-SJW 605 RELEY INT RADAR I-SJW 14.8 I-SJW [6.1] 10.4) RADAR RADAR RADAR - 302°-5000 2100 5000* M 302° 3500* GS 3.00° 2100 TCH 57 4.1 NM 4 2 NM 4.4 NM 2.9 NM 0.1 0.3 CATEGORY Α C Е HIRL all Rwys REIL Rwys 12L and 30L 805/24 S-ILS 30R 805/18 200 (200-1/2) TDZ/CL Rwys 11, 12L, 12R, 29, and 30R 200 (200-1/2)

ILS PRM RWY 30R Amdt 1A 06271

(SIMULTANEOUS CLOSE PARALLEL)

ST. LOUIS/LAMBERT-ST. LOUIS INTL (STL)AL-360 (FAA) ST. LOUIS, MISSOURI

ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to STL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit. Non-participating pilots shall notify the Kansas City ARTCC as soon as practical, but at least 100 miles from STL.

Condensed Briefing Point: When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

- 1. ATIS. When the ATIS broadcast advises that simultaneous ILS/PRM approaches or ILS PRM 30R and LDA PRM 30L approaches are in progress (SOIA), pilots should brief to fly the ILS/PRM approach. If later advised to expect an ILS approach, the ILS/PRM chart may be used after completing the
 - following briefing items: (a) Minimums and missed approach procedures are unchanged.
 - (b) Monitor frequency no longer required. (c) A lower glideslope intercept altitude may be assigned when advised to expect ILS approach.
- Dual VHF Communication required. To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.
- 3. ALL "Breakouts" are to be hand flown to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.
 - (a) ATC Directed "Breakouts": ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1000 feet required obstruction clearance. The applicable MVA is 2100 feet at STL.
 - (b) Phraseology "TRAFFIC ALERT": If an aircraft enters the "NO TRANSGRESSION ZONE" (NTZ), the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:
 - "TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".
- 4. Glide Slope Navigation: Descending on the glide slope ensures compliance with any charted crossing restrictions.
- LDA Traffic (SOIA only): When ILS/PRM 30R and LDA/PRM 30L approaches are in progress, the aircraft conducting the Offset LDA/PRM approach to Runway 30L will approach from the left-rear and will re-align with 30L after making visual contact with the ILS traffic.

NC-3 22 OCT 2009 to 19 NOV 2009

ILS PRM RWY 30R (CAT II) AL-360 (FAA) ST. LOUIS, MISSOURI LOC/DME I-SJW Rwy Idg 9003 (SIMULTANEOUS CLOSE PARALLEL) APP CRS 605 TDŹE 111,3 302° ST. LOUIS/LAMBERT-ST. LOUIS INTL (STL) 618 Apt Elev Chan 50 Rwy 30L and Rwy 30R separated by 1300' centerline to centerline. Simultaneous close parallel approach authorized with LDA PRM RWY MISSED APPROACH: Climb to 1020 then ALSF-2 30L or ILS PRM RWY 29. climbing right turn to 3000 via heading Dual VHF comm required. 030° and CSX VOR/DME R-012 to (Ā) T Procedure NA when glideslope not available. FASHE INT/CSX 23.3 DME and hold. See additional requirements on PRM information page. GND CON ST. LOUIS TOWER **ATIS** ST. LOUIS APP CON N 120.05 284.6 S 118.5 257.7 121.9 348.6 (Inbound) CINC DEL 125.025 379.925 133.55 338.25 W 132.475 239.275 121.65 387.05 (Outbound) 119.5 363.1 PRM 134,925 278,3 118.925 227.125 (West) MISSED APCH RADAR REQUIRED R-012 FIX **FASHE** R-012. CSX 23.3 ST. LOUIS LOCALIZER 111.3 117.4 STL 117.4 STL ∺ ... i-sjw 🟪 Chan 121 Chan 121 Chan 50 ۸⁷⁴⁵ CARDINAL 116.45 CSX ... ⁷⁸⁴∧ NC-3, 22 OCT 2009 to 19 NOV 2009 Chan 111(Y) 897**^** R-258 897 A R-245 305 1017 / SA STL 25 M RELEY INT TROY I-SJW [6.1] 116.0 TOY = --2300 RADAR Chan 107 EXALE INT I-SJW 10.4 090° RADAR ^¹⁶⁴⁹ ALTERNATE MISSED (IF) 1220 APCH FIX 2800 HIXOM INT ...090°= Λ₁₆₄₉ I-SJW 14.8 RADAR (IÁF) حة 270°س ELEV 618 D TYRSH INT R-090 TROY 10 NM I-SJW 17.7 TOY = ---Rwy 6-24 7602 X 150 RADAR Rwy 11-29 9001 X 150 116.0 Rwy 12L-30R 9003 X 150 Chan 107 Rwy 12R-30L 11019 X 200 1020 3000 *When assigned by ATC, intercept glidepath at CSX **FASHE** EXALE, 3500; or HIXOM, 5000. TYRSH INT R-012 Λ HIXOM INT I-SJW 030° 116.45 **∿**681 I-SJW 17.7 **EXALE INT** RELEY INT 14.8 RADAR I-SJW I-SJW [6.1] RADAR 10.4) TDZE RADAR 605 RADAR MM DH 5000 2100 .302 RA 116 IM 5000 3500* 605 MSL GS 3.00° 2100 TCH 57 -834′--- 1502' -- -- 4.1 NM--4.2 NM--4 4 NM→ -2.9 NM-CATEGORY S-ILS 30R 705/12 100 RA 116 HIRL all Rwys CATEGORY II ILS-SPECIAL AIRCREW REIL Rwys 12L and 30L & AIRCRAFT CERTIFICATION REQUIRED TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

ILS PRM RWY 30R (CAT II) Amdt 1A 06271 (SIMULTANEOUS CLOSE PARALLEL)

ST. LOUIS/LAMBERT-ST. LOUIS INTL (STL)AL-360 (FAA) ST. LOUIS, MISSOURI

ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to STL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit. Non-participating pilots shall notify

Condensed Briefing Point: When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

- 1. ATIS. When the ATIS broadcast advises that simultaneous ILS/PRM approaches or ILS PRM 30R and LDA PRM 30L approaches are in progress (SOIA), pilots should brief to fly the ILS/PRM approach. If later advised to expect an ILS approach, the ILS/PRM chart may be used after completing the
- following briefing items: (a) Minimums and missed approach procedures are unchanged.

the Kansas City ARTCC as soon as practical, but at least 100 miles from STL.

- (b) Monitor frequency no longer required. (c) A lower glideslope intercept altitude may be assigned when advised to expect
- ILS approach.

Dual VHF Communication required. To avoid blocked transmissions, each runway

- will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.
- 3. ALL "Breakouts" are to be hand flown to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.
 - (a) ATC Directed "Breakouts": ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1000 feet required obstruction clearance. The applicable MVA is 2100 feet at STL.
 - (b) Phraseology "TRAFFIC ALERT": If an aircraft enters the "NO TRANSGRESSION ZONE" (NTZ), the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:
 - "TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".
- 4. Glide Slope Navigation: Descending on the glide slope ensures compliance with any charted crossing restrictions.
- 5. LDA Traffic (SOIA only): When ILS/PRM 30R and LDA/PRM 30L approaches are in progress, the aircraft conducting the Offset LDA/PRM approach to Runway 30L will approach from the left-rear and will re-align with 30L after making visual contact with the ILS traffic.

ILS PRM RWY 30R (CAT III) AL-360 (FAA) ST. LOUIS, MISSOURI LOC/DME I-SJW (SIMULTANEOUS CLOSE PARALLEL) Rwy Idg 9003 APP CRS TDŹE 605 111,3 302° ST. LOUIS/LAMBERT-ST. LOUIS INTL (STL) Apt Elev 618 Chan 50 Rwy 30L and Rwy 30R separated by 1300' centerline to centerline MISSED APPROACH: Climb to 1020 then Simultaneous close parallel approach authorized with LDA PRM RWY ALSF-2 climbing right turn to 3000 via heading 30L or ILS PRM RWY 29. 030° and CSX VOR/DME R-012 to Dual VHF comm required (Ā) T FASHE INT/CSX 23.3 DME and hold. Procedure NA when glideslope not available. See additional requirements on PRM information page. GND CON ST. LOUIS TOWER **ATIS** 121.9 348.6 (Inbound) ST. LOUIS APP CON N 120.05 284.6 S 118.5 257.7 CINC DEL 125.025 379.925 133.55 338.25 W 132.475 239.275 121.65 387.05 (Outbound) 119.5 363.1 118.925 227.125 (West) PRM 134,925 278,3 MISSED APCH R-012 RADAR REQUIRED FIX **FASHE** R-012. CSX 23.3 ST. LOUIS LOCALIZER 111.3 117.4 STL 117.4 STL ∺ ... i-sjw 🟪 Chan 121 Chan 121 Chan 50 ۸⁷⁴⁵ CARDINAL 116.45 CSX ... 22 22 OCT 2009 to 19 NOV 2009 Chan 111(Y) 897<u>^</u> R-258 897 A 30₂ 1017 / SA STL 25 M RELEY INT TROY I-SJW [6.1] 116.0 TOY = --2300 RADAR Chan 107 EXALE INT I-SJW 10.4 ALTERNATE MISSED RADAR ^¹⁶⁴⁹ APCH FIX (IF) .•090°⊾ 2800 HIXOM INT Λ₁₆₄₉ I-SJW 14.8 RADAR (IÁF) TROY ELEV 618 TYRSH INT 10 Mg TOY = .__ I-SJW 17.7 Rwy 6-24 7602 X 150 Rwy 11-29 9001 X 150 116.0 RADAR Chan 107 Rwy 12L-30R 9003 X 150 1020 3000 Rwy 12R-30L 11019 X 200 CSX **FASHE** TYRSH INT R-012 HIXOM INT I-SJW Λ 030° 116.45 RELEY INT EXALE INT 17.7 I-SJW I-SJW 14.8) RADAR **∿**681 I-SJW *When assigned by ATC, intercept 10.4) RADAR 6.1) glidepath at EXALE, 3500; or RADAR MM RADAR HIXOM, 5000. TDZE 5000 .302 M 5000° 605 2100 784 605 3500* 704 MSL GS 3.00° 2100 TCH 57 -818'-- 1518' -- 4.1 NM ----4.4 NM → -- 2.9 NM→ CATEGORY S-ILS 30R CAT IIIa RVR 07 S-ILS 30R CAT IIIb RVR 06 S-ILS 30R CAT IIIc NA HIRL all Rwys CATEGORY III ILS-SPECIAL AIRCREW REIL Rwys 12L and 30L & AIRCRAFT CERTIFICATION REQUIRED TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

ILS PRM RWY 30R (CAT III) Amdt 1A 06271 (SIMULTANEOUS CLOSE PARALLEL)

ST. LOUIS/LAMBERT-ST. LOUIS INTL (STL)AL-360 (FAA) ST. LOUIS, MISSOURI

ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to STL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival servicés as operational conditions permit. Non-participating pilots shall notify the Kansas City ARTCC as soon as practical, but at least 100 miles from STL.

- Condensed Briefing Point: When instructed, immediately switch to the tower frequency and select the monitor frequency audio.
- 1. ATIS. When the ATIS broadcast advises that simultaneous ILS/PRM approaches or ILS PRM 30R and LDA PRM 30L approaches are in progress (SOIA), pilots should brief to fly the ILS/PRM approach. If later advised to expect an ILS approach, the ILS/PRM chart may be used after completing the
- following briefing items: (a) Minimums and missed approach procedures are unchanged.
 - (b) Monitor frequency no longer required. (c) A lower glideslope intercept altitude may be assigned when advised to expect

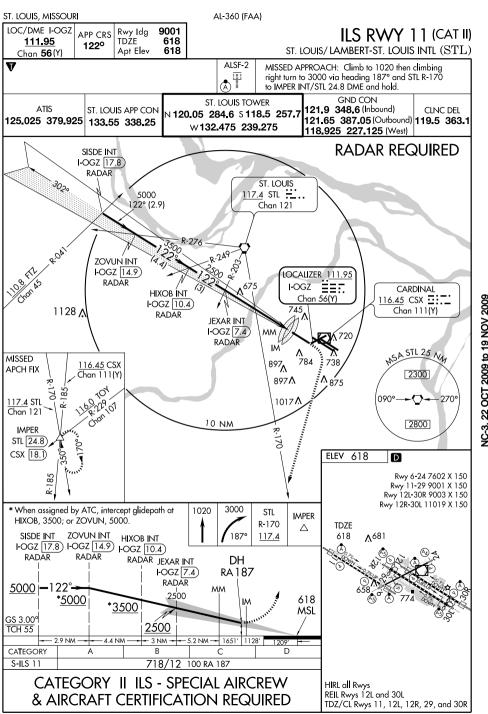
Dual VHF Communication required. To avoid blocked transmissions, each runway

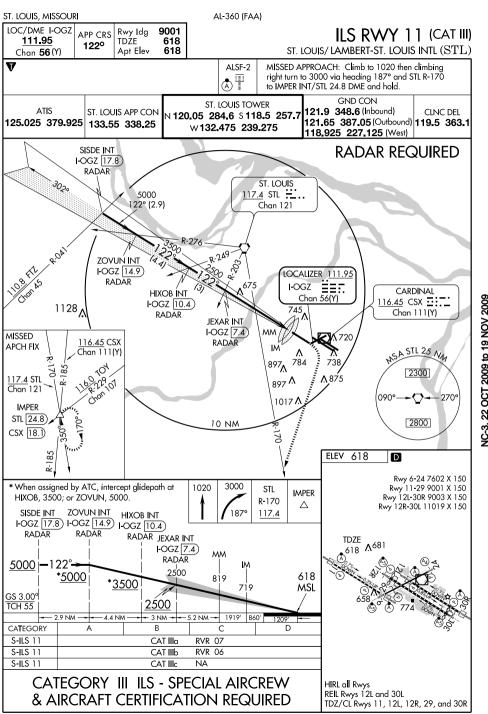
- ILS approach.
- will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.
- 3. ALL "Breakouts" are to be hand flown to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.
 - (a) ATC Directed "Breakouts": ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1000 feet required obstruction clearance. The
 - applicable MVA is 2100 feet at STL. (b) Phraseology - "TRAFFIC ALERT": If an aircraft enters the "NO TRANSGRESSION ZONE" (NTZ),

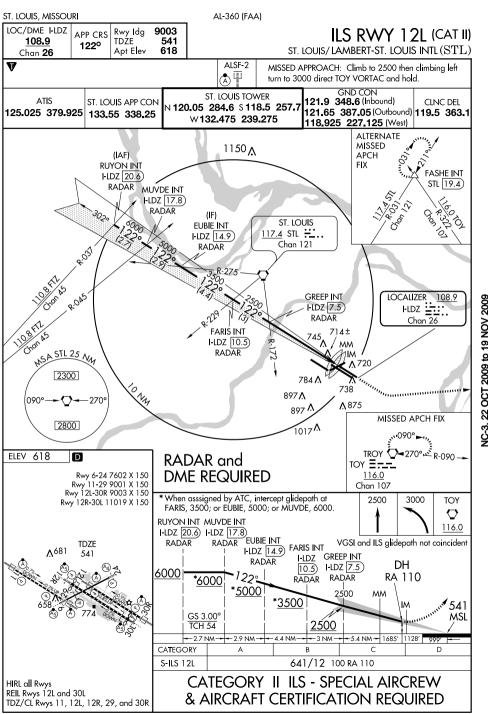
the controller will breakout the threatened aircraft on the adjacent approach. The

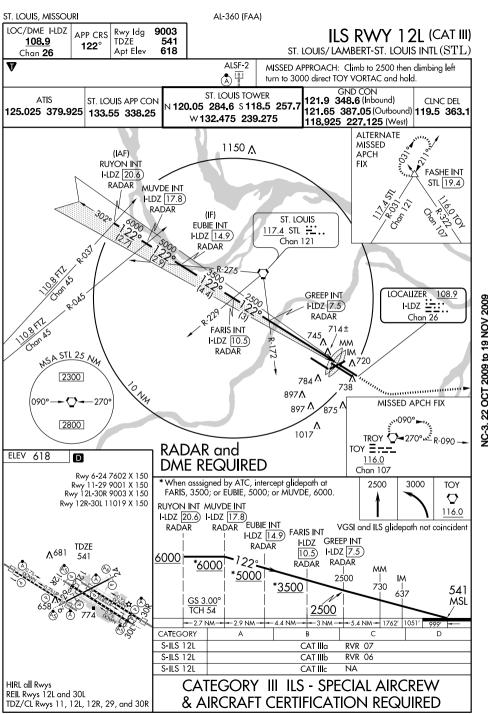
phraseology for the breakout will be:

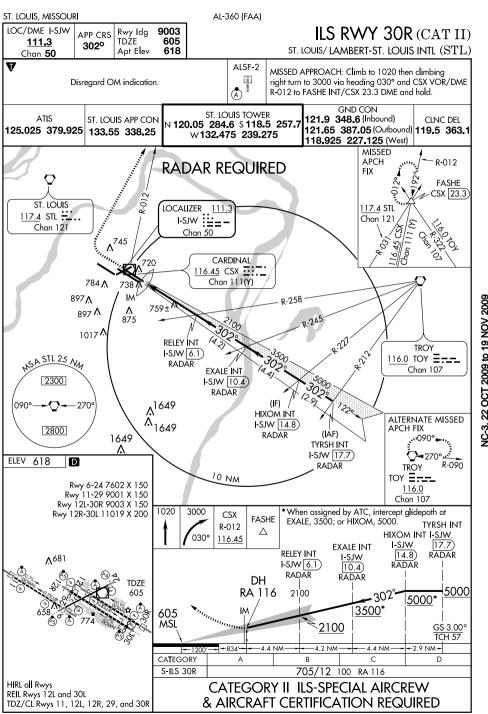
- "TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".
- 4. Glide Slope Navigation: Descending on the glide slope ensures compliance with any charted crossing restrictions.
- 5. LDA Traffic (SOIA only): When ILS/PRM 30R and LDA/PRM 30L approaches are in progress, the aircraft conducting the Offset LDA/PRM approach to Runway 30L will approach from the left-rear and will re-align with 30L after making visual contact with the ILS traffic.

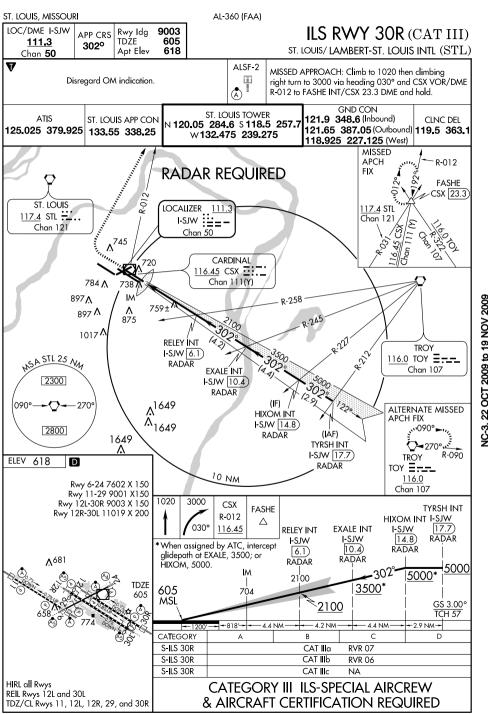












ST. LOUIS, MISSOURI AL-360 (FAA) LOC/DME I-RMK Rwy Ida 10818 LDA/DME RWY 30L APP CRS 111.75 TDŹE 583 3050 ST. LOUIS/LAMBERT-ST. LOUIS INTL (STL) Apt Elev 618 Chan 54 (Y) V MALSR Inoperative table does not apply. MISSED APPROACH: Climb to 3000 via heading 302° Procedure NA when alideslope not available. $oldsymbol{A}$ na and CSX VOR/DMF R-280 to HULSO/CSX 16 DMF Localizer unusable from MAP inbound and hold GND CON ST. LOUIS TOWER ST. LOUIS APP CON 121.9 348.6 (Inbound) CLNC DEL N 120.05 284.6 S 118.5 257.7 125.025 379.925 133.55 338.25 121.65 387.05 (Outbound) 119.5 363.1 W132.475 239.275 118,925 227,125 (West) 2300 IOCALI7FR CALIZER <u>111.75</u> I-RMK 270° ST. LOUIS Chan 54(Y) 117.4 STL ::.. LOC offset 3.00° CARDINAL Chan 121 2800 116.45 CSX ... 745 Chan 111(Y) 11.11.11.1<u>©</u> R-280 Fly Visual ^ ₇₂₀ ⁷⁸⁴∧ 309° 2.6 NM 738 897**^ ETHIC** AC-3 22 OCT 2009 to 19 NOV 2009 I-RMK 897 **^** 7) REVŔ 875 **REFBO** TROY I-RMK I-RMK 305 5.1 116.0 TOY = --1017 11.2 Chan 107 3500 MISSED APCH FIX (3)R-280 116.0 TOY 1075 ×500 2800,, Chan 107 BIINY 305 I-RMK 18.5 (A.A) (IAF) 1649 ZALEN SIROC I-RMK 14.2 R-272 ۸ I-RMK 20.5 HULSO INT 116.45 CSX 1649 1550 6000 CSX [16) Chan 111 (Y) 305° (2) 10 NM ELEV 618 \Box 1649 Rwy 6-24 7602 X 150 Rwy 11-29 9001 X 150 Rwy 12L-30R 9003 X 150 Rwy 12R-30L 11019 X 200 LDA/GLIDESLOPE **∿**681 RADAR REQUIRED *When assigned by ATC, intercept glidepath at REFBO, 3500; 3000 CSX **HULSO** ZALEN, 4500; or BILNY, 6000. BIINY SIROC R-280 INT CSX [16] I-RMK I-RMK ZALEN 116.45 302° 18.5 20.5) I-RMK **REFBO ETHIC** 14.2 I-RMK **REVRY TDZE** I-RMK 11.2 583 6000 I-RMK 7 .305° 6000* 5.1) Fly Visual 21'00 4500* 309° 2.6 NM Fly visual 3500* 309° 2.6 NM GS 3.00° **≈**2100 TCH 58 2.6 NM -1.9 NM-4.2 NM 2 NM → - 3 NM 4.4 NM CATEGORY В HIRL all Rwys REIL Rwys 12L and 30L S-LDA/GS 30L 1476-3 893 (900-3) TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

LDA PRM RWY 30L AL-360 (FAA) ST. LOUIS, MISSOURI LOC/DME I-RMK Rwy Ida 10818 (SIMULTANEOUS CLOSE PARALLEL) APP CRS 111.75 TDŹE 583 3050 ST. LOUIS/LAMBERT-ST. LOUIS INTL (STL) Apt Elev 618 Chan 54 (Y) Inoperative table does not apply. Procedure NA when glideslope not available. MISSED APPROACH: Climb to 3000 **A**NA MALSR Localizer unusable from MAP inbound. via heading 302° and CSX VOR/DME Rwy 30L and Rwy 30R separated by 1300' centerline to centerline. R-280 to HULSO/CSX 16 DME Simultaneous close parallel approach authorized with ILS PRM Rwy 30R. and hold Dual VHF required. See additional requirements on PRM information page GND CON ST. LOUIS TOWER ATIS ST. LOUIS APP CON IN 120.05 284.6 S 118.5 257.7 121.9 348.6 (Inbound) CINC DEL 125.025 379.925 133.55 338.25 121.65 387.05 (Outbound) 119.5 363.1 W132.475 239.275 PRM 125.15 351.9 118.925 227.125 (West) 2300 CALIZER ... 111.75 LOCALIZER ST. LOUIS Chan 54(Y) 117.4 STL ∷.. LOC offset 3.00° CARDINAL 2800 116.45 CSX ... 745 Chan 111(Y). R-280 Fly Visua AC-3 22 OCT 2009 to 19 NOV 2009 ⁷⁸⁴∧ 309° 2.6 NM 897<u>/</u>1 738 **ETHIC** I-RMK **∧** 875 7 897 A REVŔY REFBO MISSED APCH FIX TROY I-RMK I-RMK 5.1 116.0 TOY = --1017 11.2 R-280 116.0 TOY . Chan 107 3500 2800, Chan 107 (3) 1075 305 BIINY R-272 I-RMK 18.5) (A.A) HULSO INT 116.45 CSX 1649 (IAF) ZALEN CSX 16) Chan 111 (Y) SIROC I-RMK 14.2) I-RMK 20.5 ELEV 618 1649 1250 Rwy 6-24 7602 X 150 6000 Rwy 11-29 9001 X 150 305° (2) 10 NM Rwy 12L-30R 9003 X 150 1649 Rwy 12R-30L 11019 X 200 LDA/GLIDESLOPE **∧**681 RADAR and DME REQUIRED *When assigned by ATC, intercept glidepath at REFBO, 3500; 3000 CSX HULSO ZALEN, 4500; or BILNY, 6000. BIINY SIROC R-280 INT I-RMK I-RMK CSX [16) 7AIFN 116.45 302° 18.5 20.5) I-RMK **REFBO ETHIC** 14.2 I-RMK TDZE **REVRY** I-RMK 11.2 583 I-RMK 6000 7 .305° 6000* 5.1) Fly Visual Fly visual A 2100 4500* 309° 2.6 NM 3500* 309° 2.6 NM GS 3.00° **≈**2100 TCH 58 2.6 NM -1.9 NM - 4.2 NM 2 NM -3 NM 4.4 NM CATEGORY В HIRL all Rwys REIL Rwys 12L and 30L S-LDA/GS 30L 1476-3 893 (900-3) TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

LDA PRM RWY 30L Amdt 1A 06271 ST. LOUIS/LAMBERT-ST. LOUIS INTL (STL)

(SIMULTANEOUS CLOSE PARALLEL) AL-360 (FAA) ST. LOUIS, MISSOURI

ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)

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from STL. Condensed Briefing Point:

When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

- 1. ATIS. When the ATIS broadcast advises that simultaneous ILS PRM 30R and LDA PRM 30L approaches are in progress (SOIA), pilots should brief to fly the LDA PRM approach. If later advised to expect an LDA approach, the ILS/PRM chart may be used after completing the following briefing items:
 - (a) Minimums and missed approach procedures are unchanged.
 - (b) Monitor frequency no longer required. (c) A lower glideslope intercept altitude may be assigned when advised to expect LDA approach.
- 2. Dual VHF Communication required. To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The
- Monitor controller transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.
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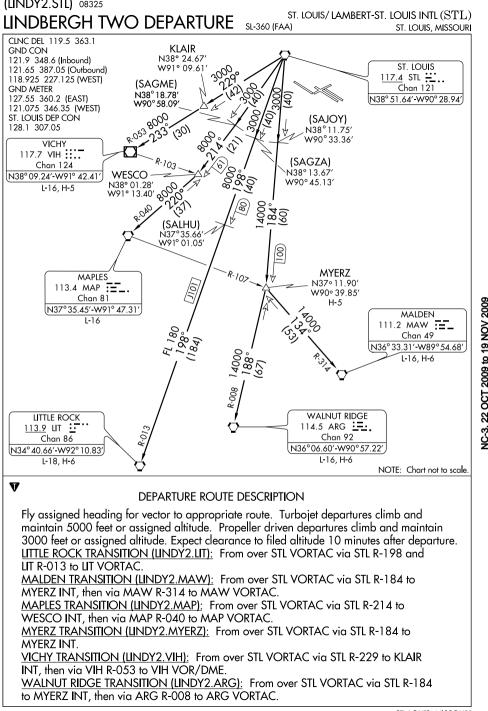
- descent be below minimum vectoring altitude (MVA) which provides at least 1000 feet required obstruction clearance. The applicable MVA is 2100 feet at STL.
- (b) Phraseology "TRAFFIC ALERT": If an aircraft enters the "NO TRANSGRESSION ZONE" (NTZ), the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:
 - "TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. Glide Slope Navigation: Descending on the glide slope ensures compliance with any charted crossing

- restrictions.
- 5. STL Visual Segment. If advised that there is traffic on the 30R ILS, pilots may continue past the LDA MAP if:
- (a) The ILS traffic is in sight and is expected to remain in sight.
 - (b) ATC has been advised that "traffic is in sight". (ATC is not required to acknowledge this transmission)
 - (c) The runway environment is in sight.
- threshold, pilots are responsible for separating themselves visually from the traffic on the ILS approach, which means maneuvering the aircraft as necessary to avoid the ILS traffic, until landing (do not pass), and providing wake turbulence avoidance, if applicable. If visual contact with the ILS traffic is lost, advise ATC as soon as practical and execute the published missed approach, unless otherwise instructed by ATC.

Otherwise, a missed approach must be executed at the LDA MAP. Between the LDA MAP and the runway

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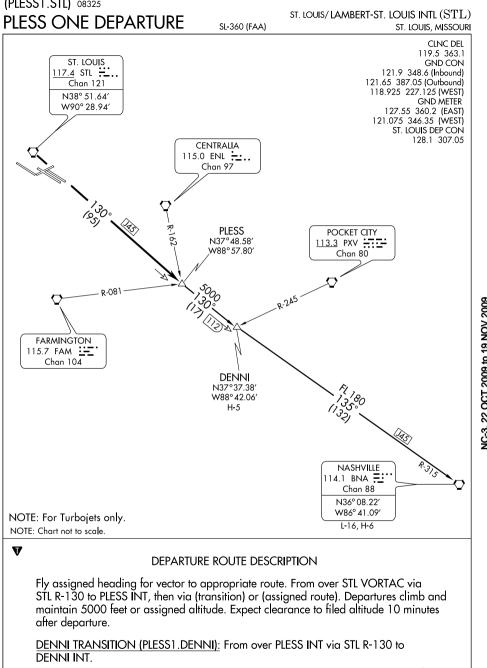


(OZARK3.STL) 08325 SL-360 (FAA) ST. LOUIS/LAMBERT-ST. LOUIS INTL(STL) **OZARK THREE DEPARTURF** ST. LOUIS. MISSOURI CINC DEL 119.5 363.1 GND CON 121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118,925 227,125 (WEST) **GND METER** MACON 127.55 360.2 ((EAST) 121.075 346.35 (WEST) 112.9 MCM ΞΞ-Chan 76 ST. LOUIS DEP CON P.110 N39°39.24′-W92°28.93′ 128.1 307.05 1-27 SCHMD ST. LOUIS N39°05.96' 117.4 STL <u>∺</u>.. W91°04.21′ Chan 121 N38° 51.64′-W90° 28.94′ 2. 2. 2. OCT 2009 to 19 NOV 2009 V4 8000 R-095 * 250n (46) 281° CABIT (32)N38°58.00' W91°09.13' HALLSVILLE ~2**%** 114.2 HLV :∷∴ Chan 89 N39°06.81′-W92°07.69′ L-27 TAKEOFF MINIMUMS: All runways standard. NOTE: DME and RADAR REQUIRED NOTE: Chart not to scale. V DEPARTURE ROUTE DESCRIPTION

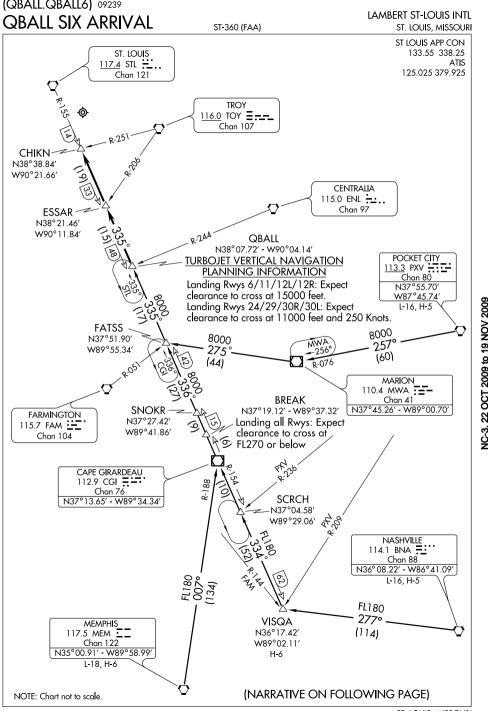
Fly assigned heading for vector to appropriate route. Turbojets: Maintain 5000 feet or higher assigned altitude. All others: Maintain 3000 feet or higher assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

HALLSVILLE TRANSITION (OZARK3.HLV): From over STL VORTAC via STL R-281 and HLV R-095 to HLV VORTAC.

MACON TRANSITION (OZARK3.MCM): From over STL VORTAC via STL R-297 and MCM R-110 to MCM VOR/DME.



NASHVILLE TRANSITION (PLESS1.BNA): From over PLESS INT via STL R-130 and BNA R-315 to BNA VORTAC.



(QBALL.QBALL6) 06215 LAMBERT ST-LOUIS INTL **QBALL SIX ARRIVAL** ST-360 (FAA) ST. LOUIS, MISSOURI

ARRIVAL DESCRIPTION MEMPHIS TRANSITION (MEM.QBALL6): From over MEM VORTAC via MEM R-007 and

CGI R-188 to CGI VOR/DME, then via CGI R-336 to FATSS INT, then via STL R-155 to QBALL INT. Thence. . . . NASHVILLE TRANSITION (BNA.QBALL6): From over BNA VORTAC via BNA R-277 to VISQA INT, then via CGI R-154 to CGI VOR/DME, then via CGI R-336 to FATSS INT, then via STL R-155 to QBALL INT. Thence. . . .

POCKET CITY TRANSITION (PXV.QBALL6): From over PXV VORTAC via PXV R-257 and MWA R-076 to MWA VOR/DME, then via MWA R-275 to FATSS INT, then via STL R-155

to QBALL INT. Thence. . . .

VISQA TRANSITION (VISQA.QBALL6): From over VISQA INT via CGI R-154 to CGI VOR/DME, then via CGI R-336 to FATSS INT, then via STL R-155 to QBALL INT. Thence. . . .

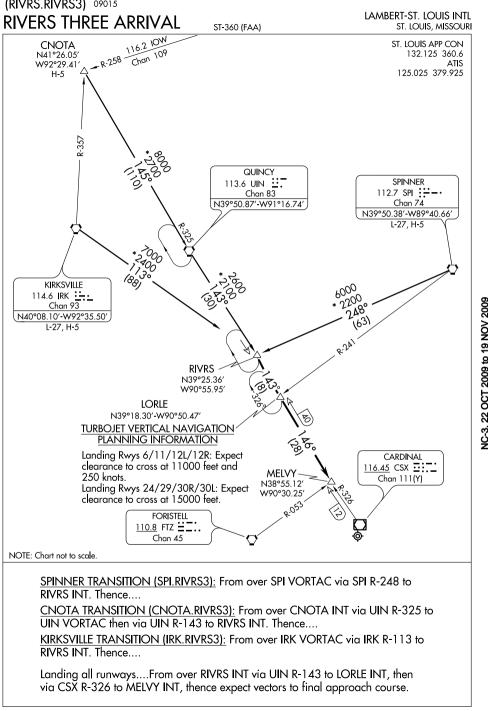
....LANDING RWYS 6/11/12L/12R: From over QBALL INT via STL R-155 to CHIKN INT.

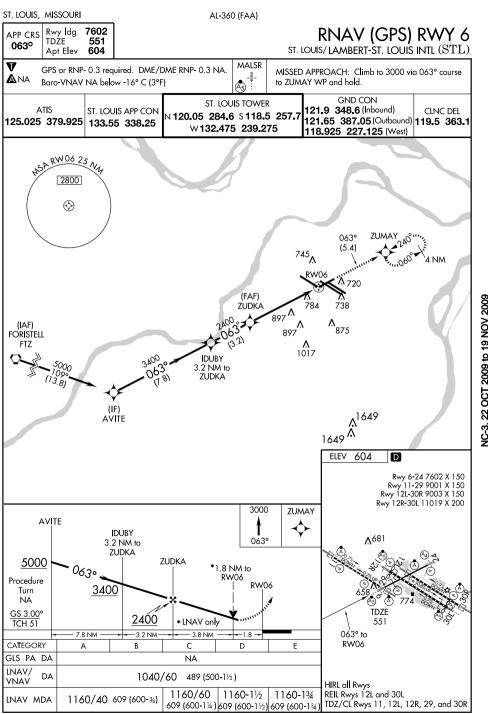
Expect radar vectors to final approach course.

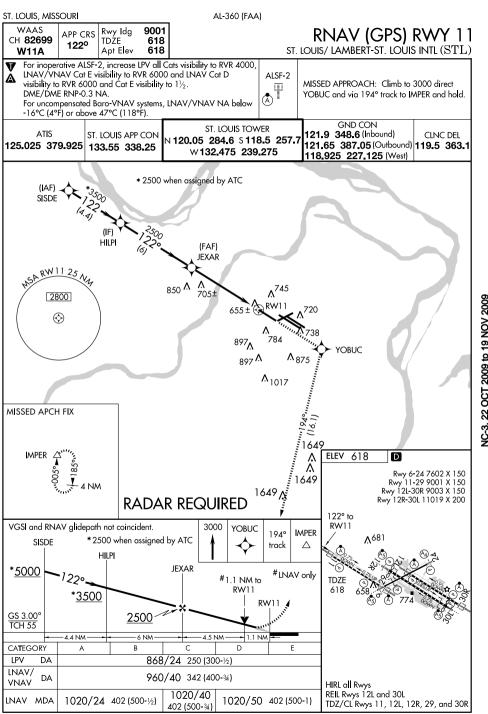
....LANDING RWYS 24/29/30R/30L: From over QBALL INT via STL R-155 to ESSAR INT.

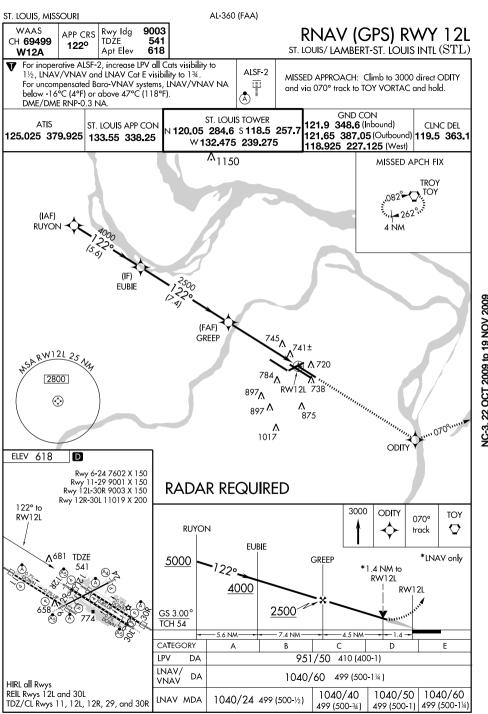
Expect radar vectors to final approach course.

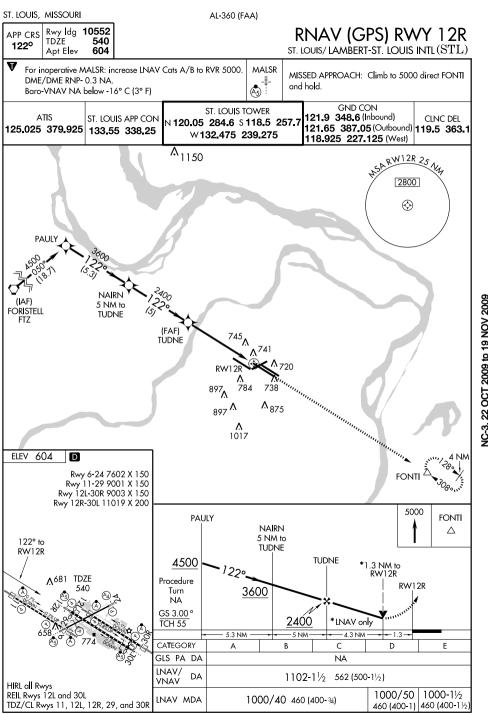
C-3 22 OCT 2009 to 19 NOV 2009



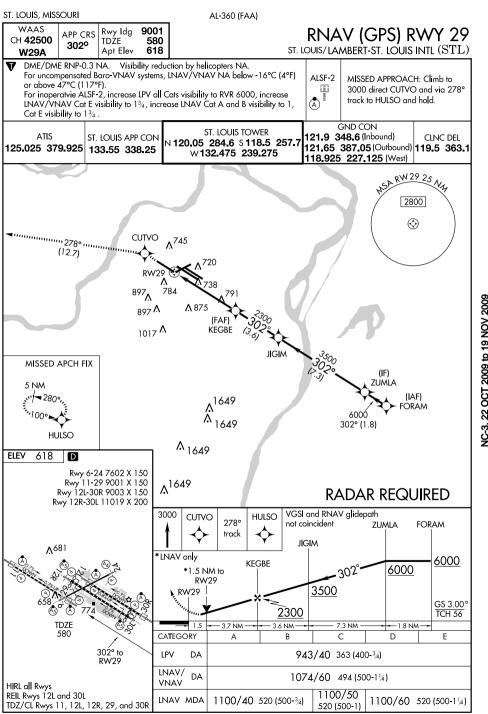


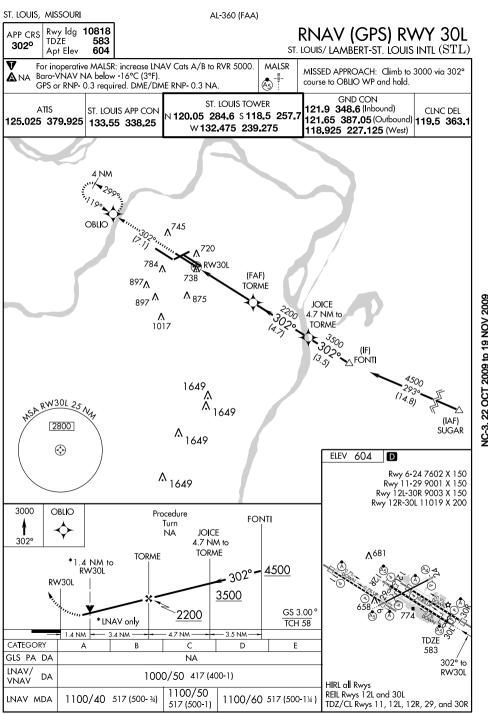


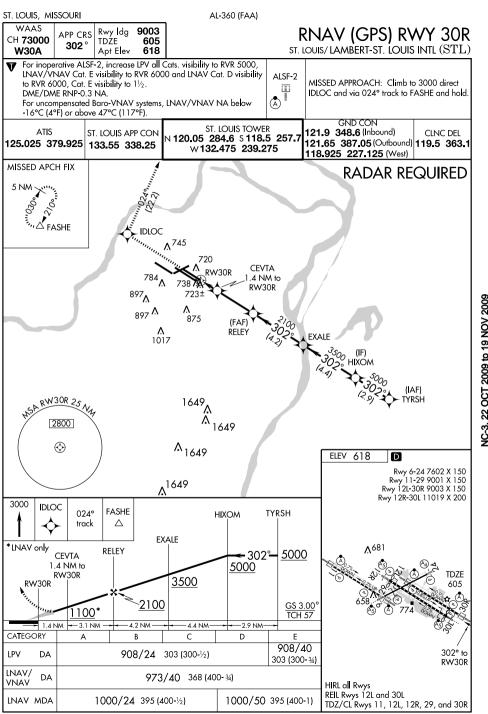


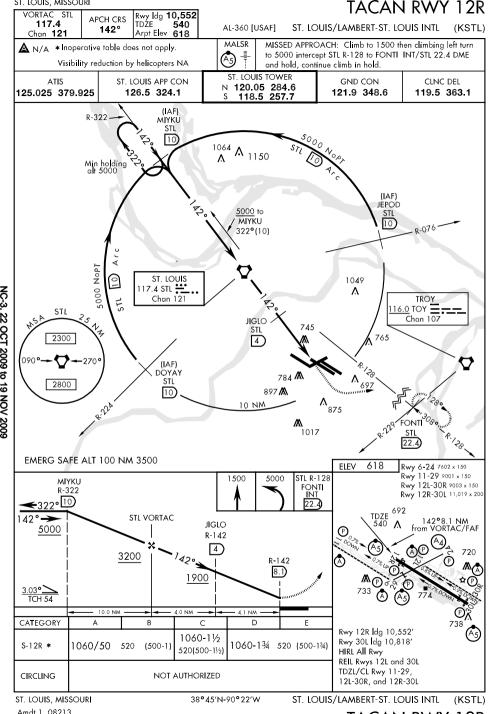


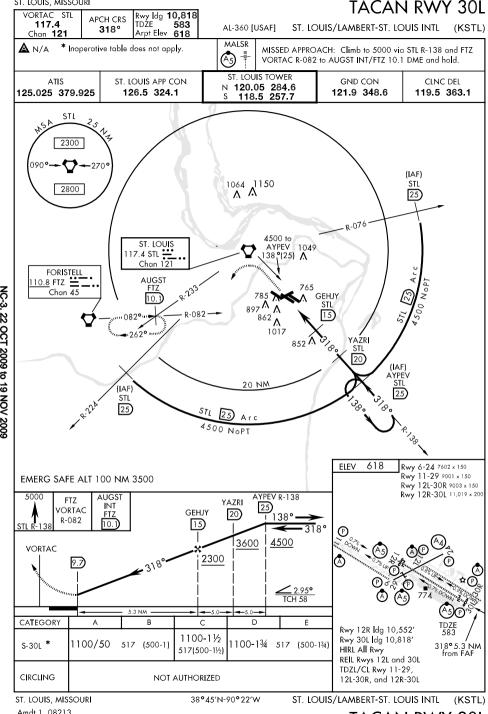
ST. LOUIS, MISSOURI AL-360 (FAA) Rwy Idg 7602 RNAV (GPS) RWY 24 APP CRS TDŹE 534 243° ST. LOUIS/LAMBERT-ST. LOUIS INTI (STL) 604 Apt Elev V Inoperative table does not apply to LNAV/VNAV MALS MISSED APPROACH: Climb to 3000 via 243° course to all Cats, and LNAV Cat C. **A** NA ---SORUE WP then via 293° course to AUGST WP and hold Baro-VNAV NA below -16° C (3°F) GPS or RNP- 0.3 required, DME/DME RNP- 0.3 NA GND CON ST. LOUIS TOWER 121.9 348.6 (Inbound) ATIS ST. LOUIS APP CON CLNC DEL N 120.05 284.6 S 118.5 257.7 121.65 387.05 (Outbound) 119.5 363.1 125.025 379.925 133.55 338.25 W132.475 239.275 118,925 227,125 (West) SP RW24 25 Ny MISSED APCH FIX 2800 \bigcirc (IF) EPKEW 4 NM (FAF) OSCUE ⁷⁴⁵∧ 2005 VON 61 of 6005 TOO 62 8-ON € 1 720 × 720 (IAF) (32) 6-TROY 738 TOY **∧** 897 897 **^** ۸ ₈₇₅ **^ SORUE** 1649 604 **ELEV** D Λ₁₆₄₉ Rwy 6-24 7602 X 150 Rwy 11-29 9001 X 150 1649 € Rwy 12L-30R 9003 X 150 Rwy 12R-30L 11019 X 200 3000 SORUE **AUGST** Procedure **EPKEW** Δ Turn 293° 243° NA OSCUF 243° to *1.4 NM to RW24 V₆₈₁ 3500 RW24 RW24 TDZE GS 3.00° 2200 * LNAV only TCH 53 3.6 NM -1.4 NM 6.2 NM-CATEGORY C Е Α В D GLS PA DA NA INAV/ DA 1000-11/2 466 (400-11/2) VNAV HIRL all Rwys 1040-13/4 REIL Rwys 12L and 30L LNAV MDA 1040/40 506 (500-34) 1040-11/2 506 (500-11/2) 506 (500-134) TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

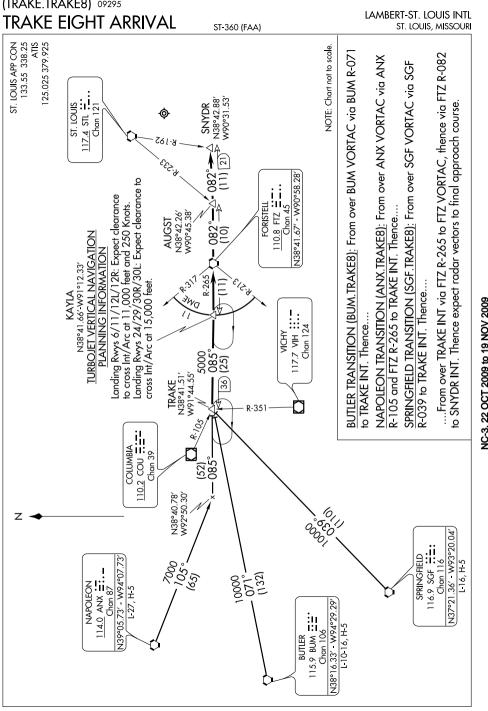












(TURBO5.STL) 07298 LAMBERT-ST. LOUIS INTL (STL) TURBO FIVE DEPARTURE ST. LOUIS. MISSOURI SL-360 (FAA) CLNC DEL SPINNER 119.5 363.1 8000 112.7 SPI ::--GND CON R-252 *2300 WOOBI 121.9 348.6 (Inbound) Chan 74 N39°37.79 072 121.65 387.05 (Outbound) W89°22.21' (25)118.925 227.125 (WEST) CARDINAL **FRALE GND METER DECATUR** N39°14.55' 127.55 360.2 (EAST) 116.45 CSX ... 117.2 DEC .: W89°48.72' 121.075 346.35 (WEST) Chan 111(Y) Chan 119 ST. LOUIS DEP CON N38°45.16' N39°44.25′-W88°51.38′ (DEC Transition) W90°21.65' L-27, H-5 R-283 119.15 335.5 (All other Transitions) 128.1 307.05 VANDALIA CENTRALIA 114.3 VLA **: ∷** ... 115.0 ENL :... Chan 90 Chan 97 N38°25.20′-W89°09.54′ L-27, H-5 **VANTS** N38°20.00' SAMSVILLE W89°42.96 116.6 SAM :== 6000 Chan 113 *2100 R-255 6000 075 *2000 (27)075 (10) R-244 LEEAN *2000 N38°17.96′ W89°55.83' R-244 **ZEROJ** 9000 N38°12.25' WEDDG 9000 N38°03.30′ A W89°50.47′ *2100 * 2000 091° W90°16.70′ **SPORT** 091° N38°01.89 (38)THOMP R-271 (54)W89°40.78′ 4500 2400 174 (23) N37°59.57' 9000 W88°53 34' (MRA) **FARMINGTON** R-262—**(** POCKET CITY 115.7 FAM :--113.3 PXV :::: **GENTS** Chan 104 Chan 80 N37°43.80' N37°40.41′ N37°55.70-W87°45.74′ W89°23.99' W90°14.04' L-21, H-5 L-16 L-16, H-5 MARION CAPE GIRARDEAU 110.4 MWA ---112.9 CGI =:--Chan 41 Chan 76 TAKE-OFF MINIMUMS Rwy 6, 12L, 12R, 24, 30L: Standard. Rwy 30R: 200-1½ or standard with minimum climb of 276' per NM to 800. (NOTES CONTINUED ON FOLLOWING PAGE) NOTE: For Turboprop/Prop aircraft only. NOTE: RADAR required. (NARRATIVE ON FOLLOWING PAGE) NOTE: Chart not to scale.

(TURBOS.STL) 05300

TI IDDO EN/E DEDA DTI IDE ST. LOUIS/LAMBERT-ST. LOUIS INTL (STL)

TURBO FIVE DEPARTURE

SL-360 (FAA)

ST. LOUIS, MISSOURI

22 OCT 2009 to 19 NOV 2009

V

DEPARTURE ROUTE DESCRIPTION

Climb and maintain 3000 feet, expect vectors to appropriate route, expect filed altitude 10 minutes after departure.

CENTRALIA TRANSITION (TURBO5.ENL): From over CSX VOR/DME via CSX R-143 to LFFAN INT then via FNI R-255 to FNI VORTAC

to LEEAN INT, then via ENL R-255 to ENL VORTAC.

DECATUR TRANSITION (TURBO5.DEC): From over CSX VOR/DME via CSX R-041 to

WOOBI INT, then via DEC R-252 to DEC VORTAC.

FARMINGTON TRANSITION (TURBO5.FAM): From over CSX VOR/DME via CSX R-175

and FAM R-354 to FAM VORTAC.

<u>GENTS TRANSITION (TURBO5.GENTS):</u> From over CSX VOR/DME via CSX R-143 to

GENTS INT.

POCKET CITY TRANSITION (TURBO5.PXV): From over CSX VOR/DME via CSX R-143

to SPORT INT, then via PXV R-271 to PXV VORTAC.

THOMP TRANSITION (TURBO 5. THOMP): From over CSX VOR/DME via CSX R-143 to

SPORT INT, then via PXV R-271 to THOMP INT.

TAKE-OFF OBSTACLE NOTES Rwy 6: Railroad 577' from DER, 618' left of centerline, 23' AGL/557' MSL.

OL on LDA 1037' from DER, 709' right of centerline, 391' AGL/573' MSL.
Pole 1368' from DER, 635' right of centerline, 28' AGL/568' MSL.
Antenna on bldg 2478' from DER, 1012' right of centerline, 30' AGL/598' MSL.

Rwy 12L: OL on DME 551' from DER, 258' left of centerline, 20' AGL/619' MSL.

Rwy 12R: Traffic sign 1416' from DER, 705' right of centerline, 7' AGL/636' MSL.

Bush 1791' from DER, 503' right of centerline, 7' AGL/636' MSL.

Tree 1933' from DER, 370' left of centerline, 88' AGL/657' MSL.

Tree 2228' from DER, 162' left of centerline, 75' AGL/654' MSL.

Sign 2804' from DER, 873' right of centerline, 73' AGL/672' MSL.

Sign 2804' from DER, 873' right of centerline, 93' AGL/672' MSL.

Pur 24: Multiple trees and appears beginning 3766' from DER, 899' right of

Rwy 24: Multiple trees and antenna beginning 3766' from DER, 899' right of centerline, up to 115' AGL/704' MSL.

Rwy 30L: Ground beginning at DER, 157' right of centerline, up to 592' MSL.

Multiple trees and poles beginning 1684' from DER, 641' left of centerline,

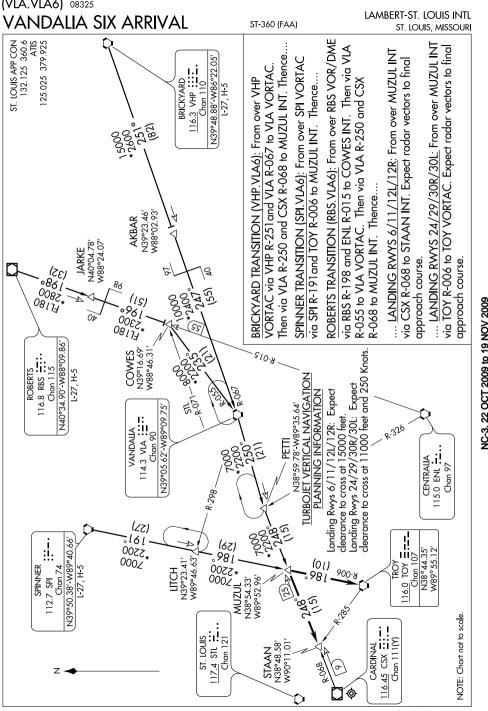
Multiple trees and poles beginning 1684' from DER, 641' left of centerline 107' AGL/684' MSL.

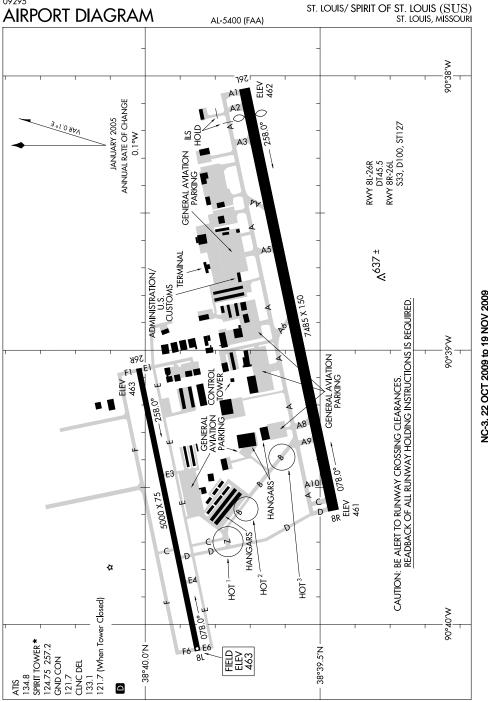
Rwy 30R: OL on GS 950' from DER, on centerline, 28' AGL/587' MSL.

Multiple buildings and antenna beginning 1374' from DER, 709' right of centerline, up to 81' AGL/611' MSL.

Multiple trees and antenna beginning 4240' from DER, 253' right of centerline,

Multiple trees and antenna beginning 4240' from DER, 253' right of centerline up to 142' AGL/741' MSL.





(BLUES2.STL) 07298 ST. LOUIS/SPIRIT OF ST. LOUIS (SUS) **BLUES TWO DEPARTURE** SL-5400 (FAA) ST. LOUIS, MISSOURI ATIS 134.8 SPIRIT TOWER* 124.75 257.2 GND CON 121.7 CLNC DEL 133.1 CARDINAL 116.45 CSX Chan 111(Y) N38°45.16′-W90°21.65′ SAMSVILLE LOUISVILLE 116.6 SAM ::: 114.8 IIU ::__ Chan 113 Chan 95 *!0*9° N38° 06.21' MAA F1 290 W85° 34.65′ 3000 L-26-27, H-5 2200 MAA FL 290 1100 2. 2. 2. OCT 2009 to 19 NOV 2009 FL 210 143) *2200 091° R-271 R-291_ HILTS (130)CENTRALIA N38° 07.76′ 115.0 ENL :... W88° 19.51′ Chan 97 POCKET CITY N38° 25.20′ 113.3 PXV :--W89° 09.54′ Chan 80 NOTE: For Turboiets only. NOTE: Chart not to scale. V DEPARTURE ROUTE DESCRIPTION Fly assigned heading for vector to appropriate route. From over CSX VOR/DME via CSX R-109 and ENL R-286 to ENL VORTAC. Then via (transition) or (assigned route). Departures climb and maintain 2500 feet or assigned altitude. Expect clearance to filed altitude 10 minutes after departure. HILTS TRANSITION (BLUES2.HILTS): From over ENL VORTAC via ENL R-110 to HILTS INT. LOUISVILLE TRANSITION (BLUES2.IIU): From over ENL VORTAC via ENL R-110 to HILTS INT, then IIU R-271 to IIU VORTAC.

(CARDS7.STL) 07298 ST. LOUIS/SPIRIT OF ST. LOUIS (SUS) CARDS SEVEN DEPARTURE SI-5400 (FAA) ST. LOUIS, MISSOURI ATIS 1348 **BRADFORD** SPIRIT TOWER★ 114.7 BDF 🚟:: 124.75 257.2 Chan 94 GND CON N41°09.58′-W89°35.27 121.7 L-27, H-5 CLNC DEL 133.1 TAKE-OFF MINIMUMS Rwy 8L, 26R: Standard. Rwy 8R: $300-1\frac{1}{2}$ or standard with minimum climb of 285' per NM to 900'. Rwy 26L: 400-1¾ or standard with minimum climb of 258′ per NM to 900′. NOTE: DME and RADAR required. (NOTES CONTINUED ON FOLLOWING PAGE) **NEENS** N40°14.89′ W90°31.90′ 1-27 SPINNER **SKUTR** 8 QUINCY 112.7 SPI N40°04.10′ R-050 113.6 UIN <u>∷</u>. Chan 74 W90°03.66′ Chan 83 N39°50.38′-W89°40.66′ L-27, H-5 စ္တြ 12000 \$2100 - 355 (52) R. 122 **LEBOY** N39°26.00′ W90°34.38′ MYKEY **SKYPE** N39°23.05' N39°21.64' W90°25.92 W90° 13 43′ **TEWHY** DEECE N39°19.37′ W90°00.33' N39°22.12' W90°33.17' ST. LOUIS CARDINAL 117.4 STL ::.. 116.45 CSX Chan 121 Chan 111(Y) N38°45.16′-W90°21.65′ (NARRATIVE ON FOLLOWING PAGE) NOTE: Chart not to scale.

(CARDS7.STL) 05300 ST. LOUIS/SPIRIT OF ST.LOUIS (SUS)

CARDS SEVEN DEPARTURE SL-5400 (FAA) ST. LOUIS, MISSOURI

V

DEPARTURE ROUTE DESCRIPTION

Climb and maintain 2,500 feet, expect vectors to appropriate route, expect filed altitude 10 minutes after departure.

BRADFORD TRANSITION (CARDS7.BDF): From over CSX VOR/DME via CSX R-010 to SKUTR INT, then via BDF R-198 to BDF VORTAC.

LEBOY TRANSITION (CARDS7.LEBOY): From over CSX VOR/DME via CSX R-346 to

NEENS TRANSITION (CARDS7.NEENS): From over CSX VOR/DME via CSX R-355 to NEENS INT.

SPINNER TRANSITION (CARDS7.SPI): From over CSX VOR/DME via CSX R-026 and SPI R-207 to SPI VORTAC.

Rwy 8L: Obstruction light 1214' from DER, 96' right of centerline, 27' AGL/496' MSL.

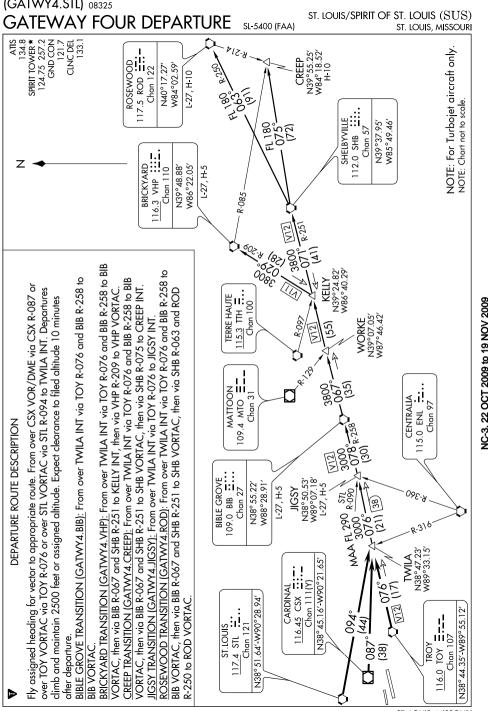
TAKE-OFF OBSTACLE NOTES

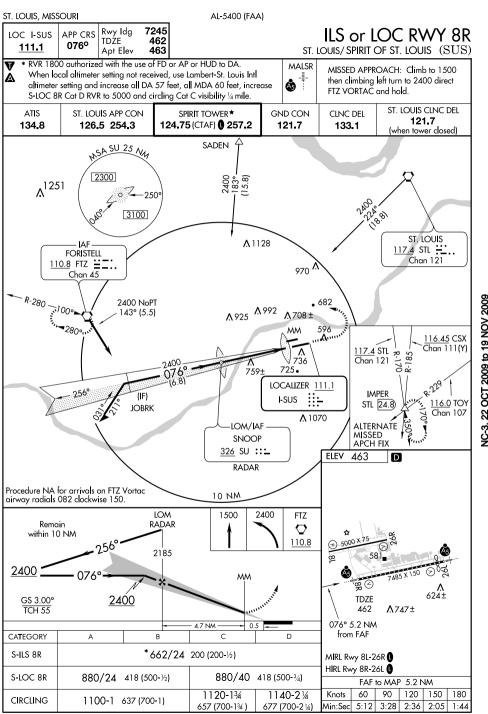
LEBOY INT.

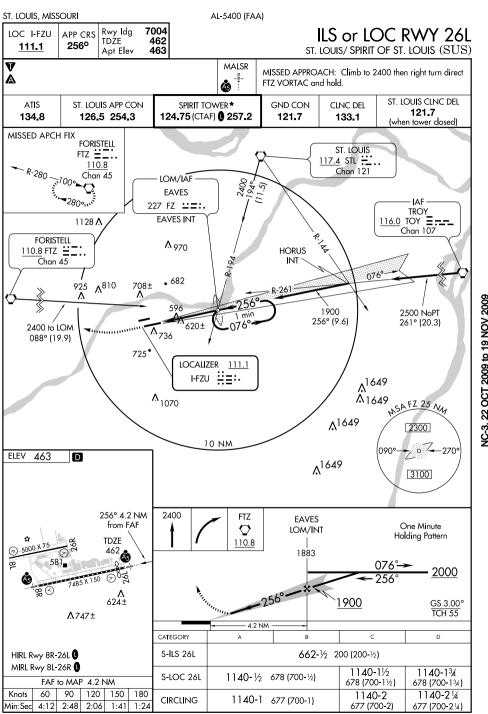
Rwy 8R: Antenna on bldg 142' from DER, 241' left of centerline, 10' AGL/470' MSL.

Antenna 262' from DER, 557' left of centerline, 26' AGL/487' MSL. Trees beginning 5372' from DER, 1792' right of centerline, up to 94' AGL/653' MSL.

Rwy 26L: Trees beginning 1356' from DER, across centerline, up to 117' AGL/786' MSL.

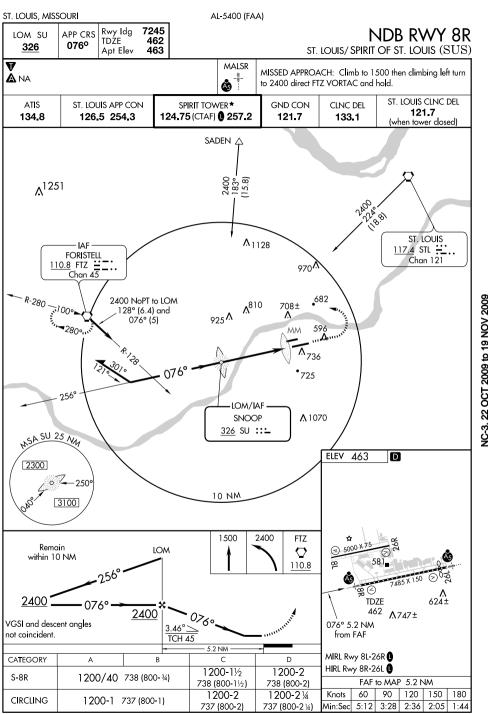


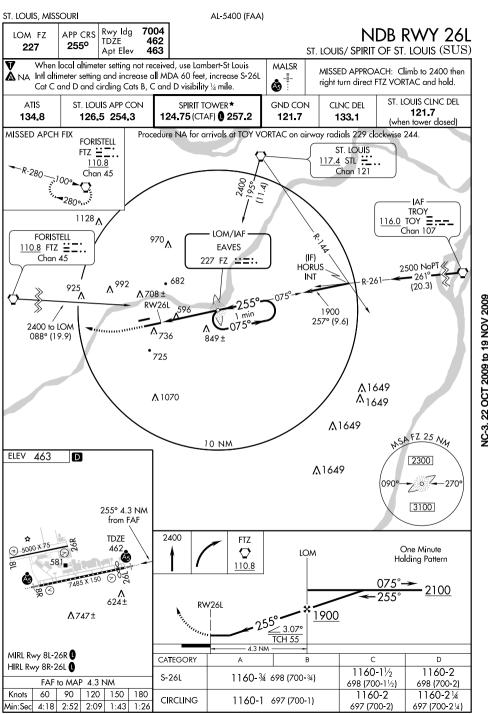




(LINDY2.51L) 08325 SL-5400 (FAA) ST. LOUIS/SPIRIT OF ST. LOUIS (SUS) LINDBERGH TWO DEPARTURE ST. LOUIS. MISSOURI ATIS **KLAIR** 134.8 N38° 24.67′ SPIRIT TOWER★ ST. LOUIS W91° 09.61' 124.75 257.2 117.4 STL :::. GND CON (SAGME) Chan 121 1217 N38° 18.78′ W90° 58.09′ N38° 51.64′-W90° 28.94′ CINC DEL 133.1 6023 J33 (SAJOY) N38° 11.75′ W90°33.36′ VICHY 117.7 VIH :::. R-103 (SAGZA) Chan 124 N38° 13.67′ WESCO N38° 09.24′-W91° 42.41′ N38° 01.28′ W91° 13.40′ W90° 45.13′ L-16. H-5 Ŋ, (SALHU) N37°35.66′ W91° 01.05′ **MYERZ** MAPLES N37°11.90' 113.4 MAP :--W90° 39.85' Chan 81 H-5 N37°35.45′-W91° 47.31′ MALDEN L-16 111.2 MAW :=__ Chan 49 N36° 33.31′-W89° 54.68′ L-16, H-6 WALNUT RIDGE LITTLE ROCK 114.5 ARG :=. 113.9 LIT :-Chan 86 Chan 92 N34° 40.66′-W92° 10.83′ N36°06.60′-W90°57.22′ L-16, H-6 L-18, H-6 NOTE: Chart not to scale. V DEPARTURE ROUTE DESCRIPTION Fly assigned heading for vector to appropriate route. Departures climb and maintain 2500 feet or assigned altitude. Expect clearance to filed altitude 10 minutes after departure. LITTLE ROCK TRANSITION (LINDY2.LIT): From over STL VORTAC via STL R-198 and LIT R-013 to LIT VORTAC. MALDEN TRANSITION (LINDY2.MAW): From over STL VORTAC via STL R-184 to MYERZ INT, then via MAW R-314 to MAW VORTAC. MAPLES TRANSITION (LINDY2.MAP): From over STL VORTAC via STL R-214 to WESCO INT, then via MAP R-040 to MAP VORTAC. MYERZ TRANSITION (LINDY2.MYERZ): From over STL VORTAC via STL R-184 to MYERZ INT. VICHY TRANSITION (LINDY2.VIH): From over STL VORTAC via STL R-229 to KLAIR INT, then via VIH R-053 to VIH VOR/DME. WALNUT RIDGE TRANSITION (LINDY2.ARG): From over STL VORTAC via STL R-184 to MYERZ INT, then via ARG R-008 to ARG VORTAC.

UC-3, 22 OCT 2009 to 19 NOV 2009





(OZARK3.STL) 08325 SL-5400 (FAA) ST. LOUIS/SPIRIT OF ST. LOUIS (SUS) **OZARK THREE DEPARTURE** ST. LOUIS. MISSOURI ATIS 134.8 SPIRIT TOWER★ 124.75 257.2 GND CON 121.7 MACON CLNC DEL 112.9 MCM = ---133.1 Chan 76 P.110 N39°39,24′-W92°28,93′ 1-27 **SCHMD** ST. LOUIS N39°05.96' <u>117.4</u> STL <u>∺</u>.. W91°04.21′ Chan 121 N38° 51.64′-W90° 28.94′ V4 8000 R-095 * 2500 (46) 281° CABIT (32)N38°58.00' W91°09.13' HALLSVILLE 114.2 HLV :∷: Chan 89 N39°06.81′-W92°07.69′ L-27 TAKEOFF MINIMUMS: All runways standard. NOTE: DME and RADAR REQUIRED NOTE: Chart not to scale. V DEPARTURE ROUTE DESCRIPTION Fly assigned heading for vector to appropriate route. Maintain 2500 feet or higher assigned altitude. Expect clearance to filed altitude 10 minutes after departure. HALLSVILLE TRANSITION (OZARK3.HLV): From over STL VORTAC via STL R-281 and HLV R-095 to HLV VORTAC. MACON TRANSITION (OZARK3.MCM): From over STL VORTAC via STL R-297 and MCM R-110 to MCM VOR/DME.

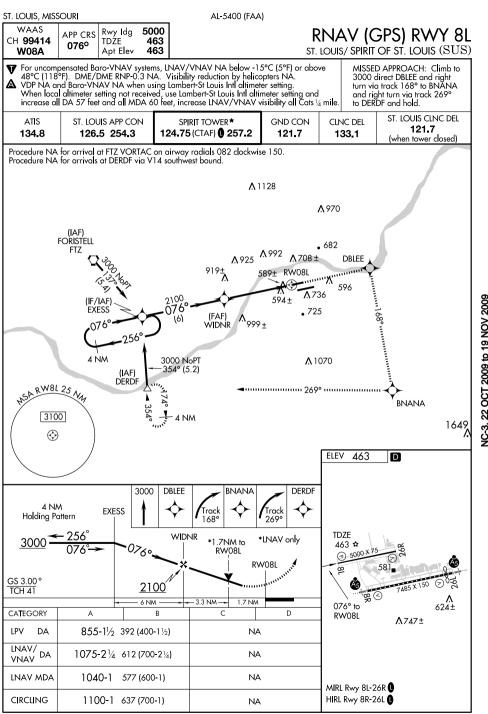
(PLESS | .SIL) 08325 ST. LOUIS/SPIRIT OF ST. LOUIS (SUS) PLESS ONE DEPARTURE ST. LOUIS. MISSOURI SL-5400 (FAA) ATIS 1348 ST. LOUIS SPIRIT TOWER ★ 117.4 STL <u>∺</u>. 124.75 257.2 Chan 121 GND CON 121.7 N38° 51.64′ CLNC DEL W90° 28.94′ 133.1 CENTRALIA 115.0 ENL :... Chan 97 \%. \\\$ **PLESS** POCKET CITY N37°48.58′ 113.3 PXV ::::-W88° 57.80′ Chan 80 R-081 R-245 FARMINGTON 115.7 FAM 🟪 Chan 104 DENNI N37°37.38′ W88°42.06′ H-5 **NASHVILLE** 114.1 BNA =: Chan 88 N36° 08.22' W86° 41.09′ NOTE: For Turbojets only. L-16, H-6 NOTE: Chart not to scale. V DEPARTURE ROUTE DESCRIPTION Fly assigned heading for vector to appropriate route. From over STL VORTAC via STL R-130 to PLESS INT, then via (transition) or (assigned route). Climb and maintain 2500 feet or assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

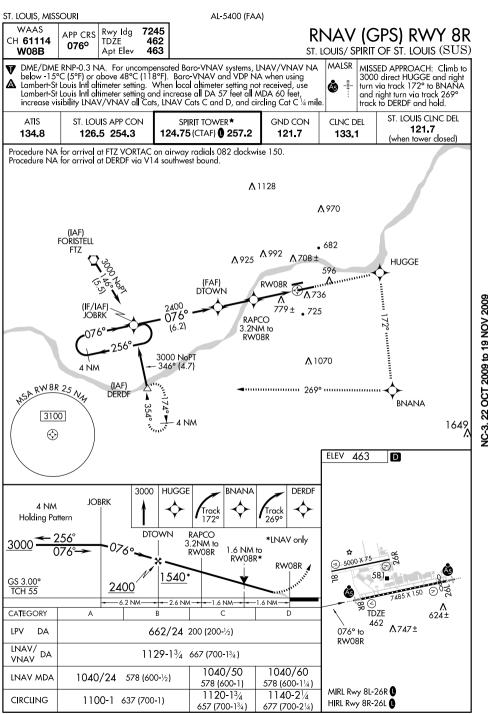
DENNI TRANSITION (PLESS 1.DENNI): From over PLESS INT, via STL R-130 to

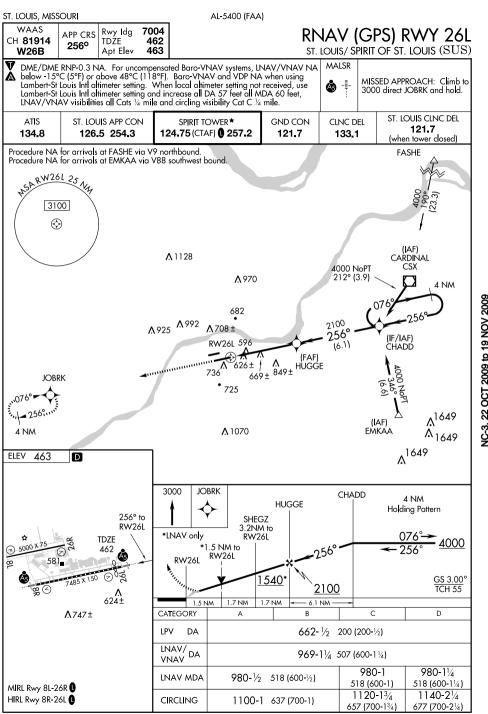
NASHVILLE TRANSITION (PLESS1.BNA): From over PLESS INT, via STL R-130 and

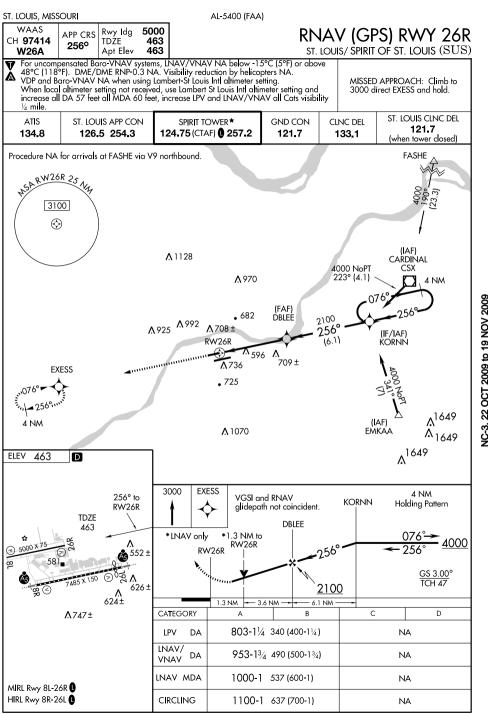
DENNI INT.

BNA R-315 to BNA VORTAC.









(TURBO5.STL) 07298 ST. LOUIS/SPIRIT OF ST. LOUIS (SUS) TURBO FIVE DEPARTURE SL-5400 (FAA) ST. LOUIS, MISSOURI ATIS 1348 SPINNER 8000 SPIRIT TOWER ★ 112.7 SPI ::--R-252 *2300 WOOBI 124.75 257.2 Chan 74 N39°37.79 072 GND CON W89°22.21' (25)121.7 CLNC DEL CARDINAL **FRALE** DECATUR N39°14.55' 133.1 116.45 CSX ... 117.2 DEC .: W89°48.72' Chan 111(Y) Chan 119 N38°45.16' N39°44.25′-W88°51.38′ W90°21.65' L-27, H-5 R-283 VANDALIA CENTRALIA 114.3 VLA **: ∷** ... 115.0 ENL :... Chan 90 Chan 97 N38°25.20′-W89°09.54′ L-27, H-5 **VANTS** N38°20.00' SAMSVILLE W89°42.96 116.6 SAM := 6000 Chan 113 R-255 6000 *2100 *2000 075 (27)075 (10) R-244 LEEAN *2000 N38°17.96′ W89°55.83′ R-244 **ZEROJ** 9000 N38°12.25' WEDDG 9000 N38°03.30′ A W89°50.47′ *2100 * 2000 091° W90°16.70′ **SPORT** 091° (38)N38°01.89 THOMP R-271 (54)W89°40.78′ 4500 2400 174 (23) N37°59.57' 9000 W88°53 34' (MRA) **FARMINGTON** R-262—**(** POCKET CITY 115.7 FAM :--113.3 PXV :::: **GENTS** Chan 104 Chan 80 N37°43.80' N37°40.41′ N37°55.70-W87°45.74′ W89°23.99' W90°14.04′ L-21, H-5 L-16 L-16, H-5 MARION CAPE GIRARDEAU 112.9 CGI =:-110.4 MWA ---Chan 41 Chan 76 TAKE-OFF MINIMUMS Rwy 8L, 26R: Standard. Rwy 8R: 300-11/2 or standard with minimum climb of 285' per NM to 900. Rwy 26L: 400-134 or standard with minimum climb of 258' per NM to 900. (NOTES CONTINUED ON FOLLOWING PAGE) NOTE: For Turboprop/Prop aircraft only. NOTE: RADAR required. (NARRATIVE ON FOLLOWING PAGE) NOTE: Chart not to scale.

(TURBO5.STL) 05300 ST. LOUIS/SPIRIT OF ST. LOUIS (SUS) TURBO FIVE DEPARTURE SL-5400 (FAA) ST. LOUIS, MISSOURI

22 OCT 2009 to 19 NOV 2009



DEPARTURE ROUTE DESCRIPTION

Climb and maintain 2500 feet, expect vectors to appropriate route, expect filed altitude 10 minutes after departure.

CENTRALIA TRANSITION (TURBO5.ENL): From over CSX VOR/DME via CSX R-143 to LEEAN INT, then via ENL R-255 to ENL VORTAC.

DECATUR TRANSITION (TURBO5.DEC): From over CSX VOR/DME via CSX R-041 to

WOOBI INT, then via DEC R-252 to DEC VORTAC. FARMINGTON TRANSITION (TURBO5.FAM): From over CSX VOR/DME via CSX R-175

and FAM R-354 to FAM VORTAC. GENTS TRANSITION (TURBO5.GENTS): From over CSX VOR/DME via CSX R-143 to

GENTS INT.

POCKET CITY TRANSITION (TURBO5.PXV): From over CSX VOR/DME via CSX R-143 to SPORT INT, then via PXV R-271 to PXV VORTAC.

THOMP TRANSITION (TURBO5.THOMP): From over CSX VOR/DME via CSX R-143 to SPORT INT, then via PXV R-271 to THOMP INT.

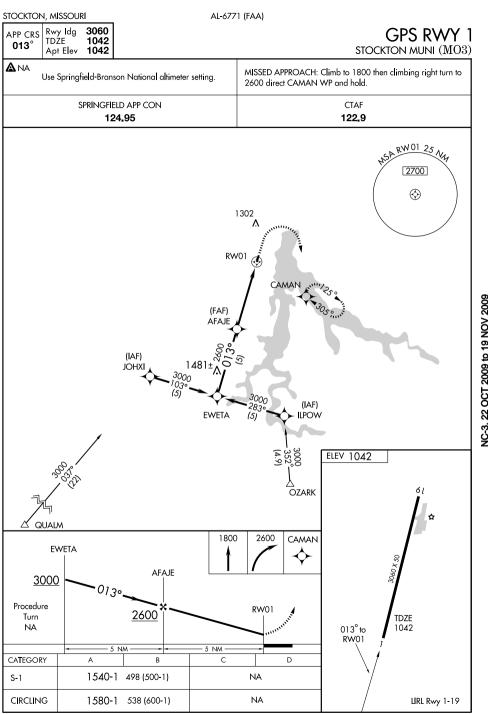
TAKE-OFF OBSTACLE NOTES

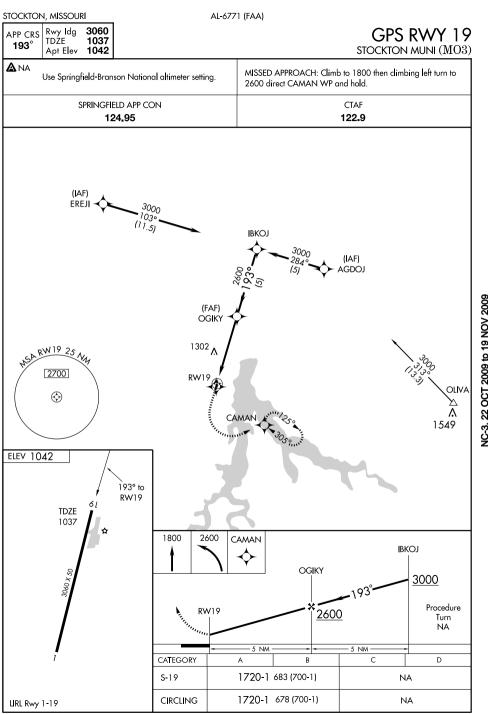
Rwy 8L: Obstruction light 1214' from DER, 96' right of centerline, 27' AGL/496' MSL. Rwy 8R: Antenna on bldg 142' from DER, 241' left of centerline, 10' AGL/470' MSL.

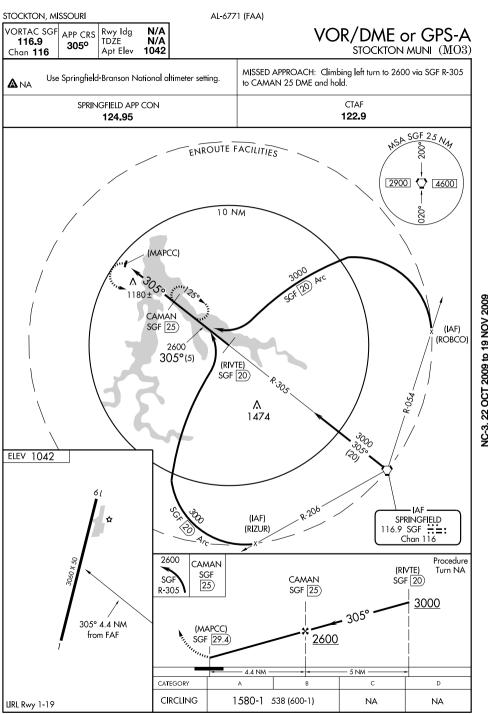
Antenna 262' from DER, 557' left of centerline, 26' AGL/487' MSL.

Trees beginning 5372' from DER, 1792' right of centerline, up to 94' AGL/653' MSL.

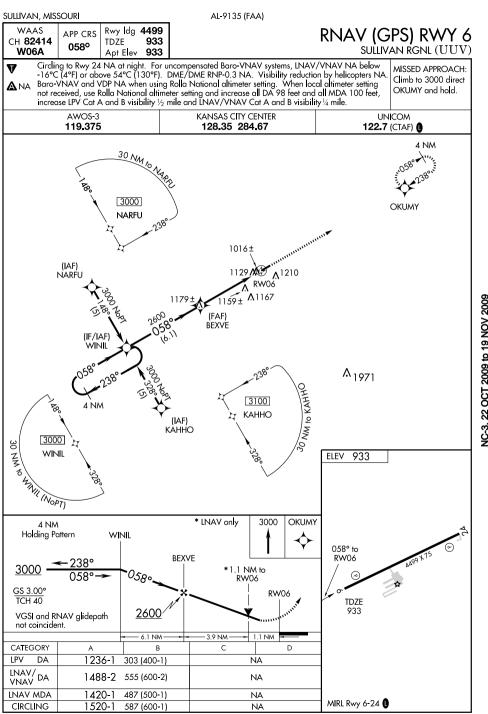
Rwy 26L: Trees beginning 1356' from DER, across centerline, up to 117' AGL/786' MSL.

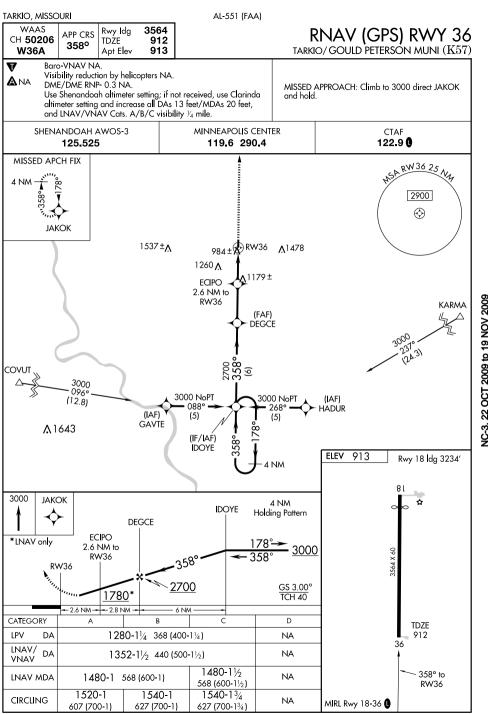


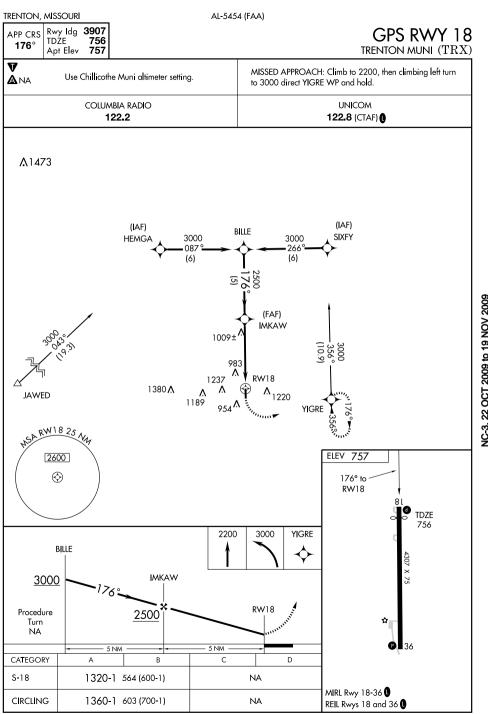


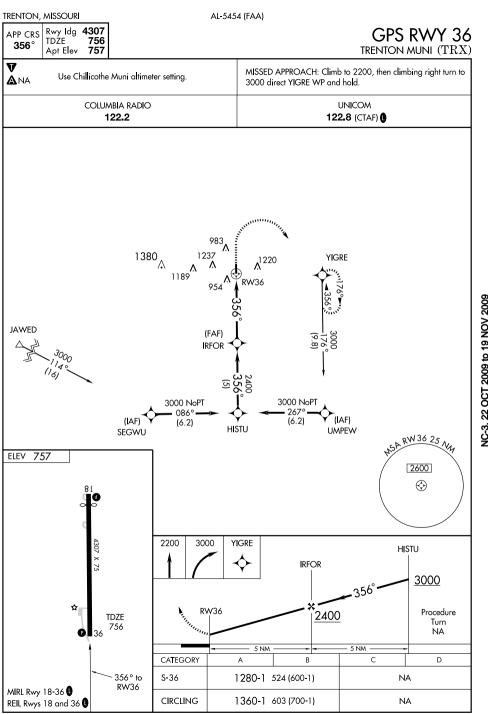


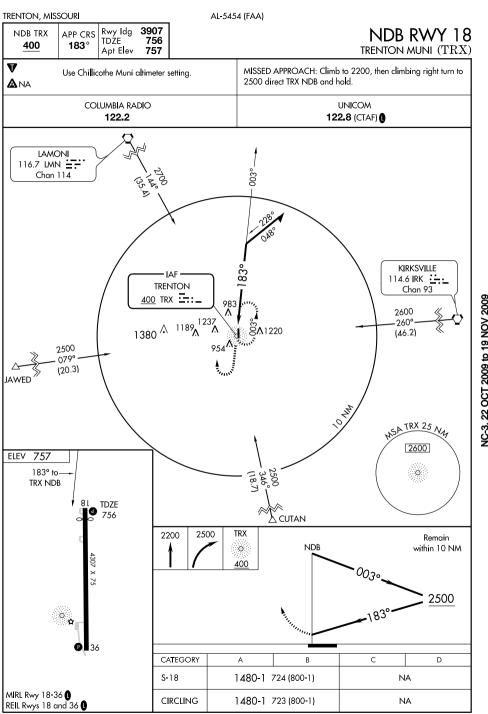
SULLIVAN, MISSOURI AL-9135 (FAA) Rwy Idg 4499 NDB RWY 24 NDB UUV APP CRS TDŹE 927 246° 356 SULLIVAN RGNL (UUV) Apt Elev 933 V Obtain local altimeter on CTAF. When not received MISSED APPROACH: Climb to 2000 then climbing left turn to use Spirit of St. Louis altimeter setting. 3000 direct UUV NDB and hold. A NA AWOS-3 KANSAS CITY CENTER UNICOM 119.375 128.35 284.67 122,7 (CTAF) (NSA UUV 25 NA 3100 2600 STEER 3000 IAF -SULLIVAN 356 UUV ::= Λ 1210 1129 NC-3 22 OCT 2009 to 19 NOV 2009 3000 073° **∧**1167± (26.1) 3000 2940 ∑ DELMA 113.31 VICHY 117.7 VIH :::. 1971 Chan 124 ELEV 933 3000 UUV 2000 246° to О NDB Remain NDB within 10 NM 356 3000 TDZE 927 CATEGORY 1560-134 1560-2 S-24 1560-1 633 (700-1) 633 (700-134) 633 (700-2) 1560-134 1560-2 CIRCLING 1560-1 627 (700-1) 627 (700-134) 627 (700-2) SPIRIT OF ST. LOUIS ALTIMETER SETTING MINIMUMS 1720-1 1720-11/4 1720-21/4 1720-21/2 S-24 793 (800-1) 793 (800-11/4) 793 (800-21/4) 793 (800-21/2) 1720-1 1720-11/4 1720-21/4 1720-21/2 CIRCLING MIRL Rwy 6-24 1 787 (800-11/4) 787 (800-21/4) 787 (800-1) 787 (800-21/2)

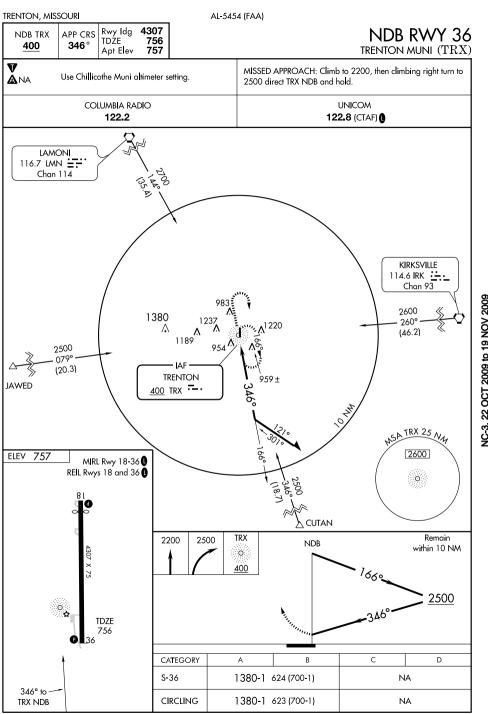


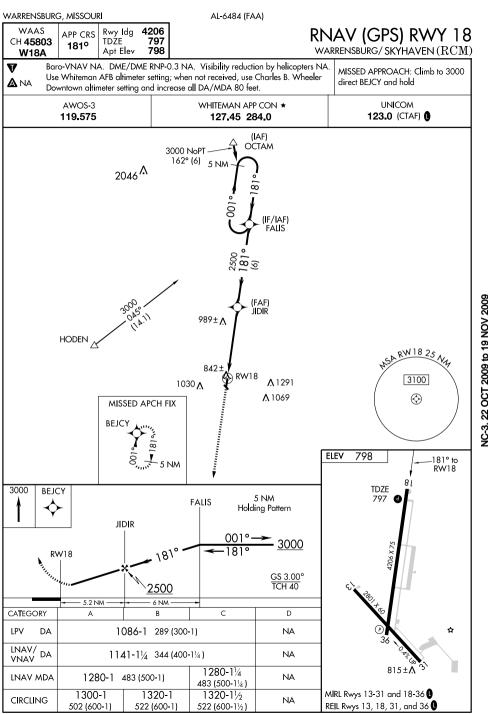


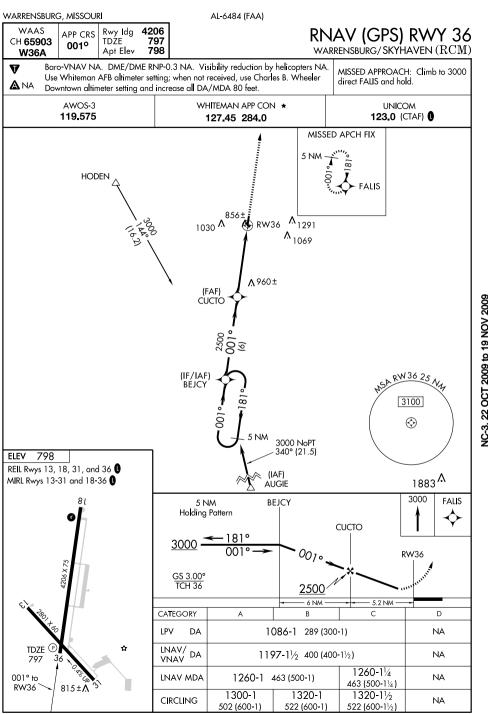


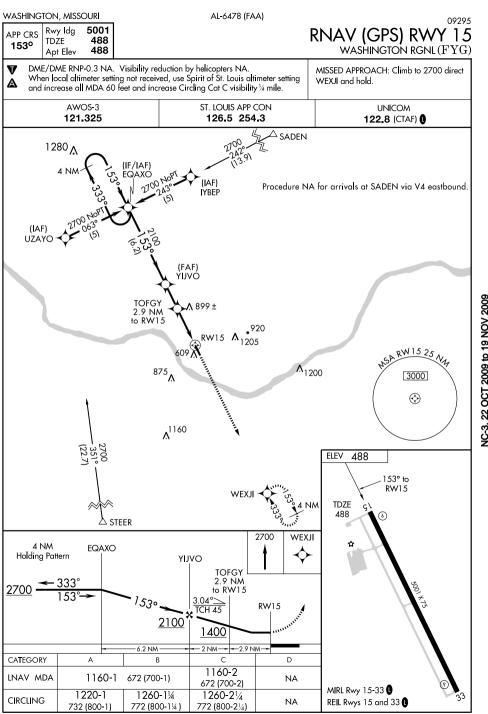


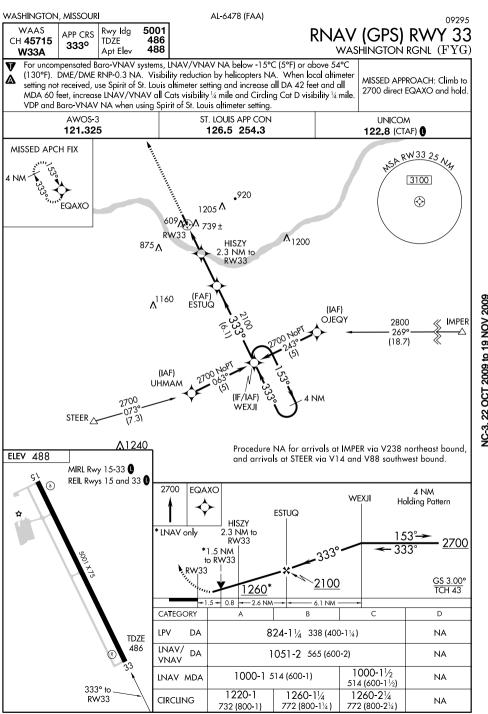


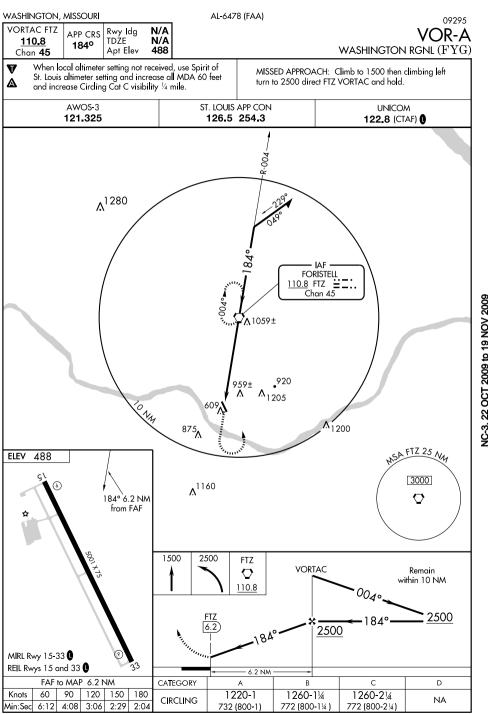


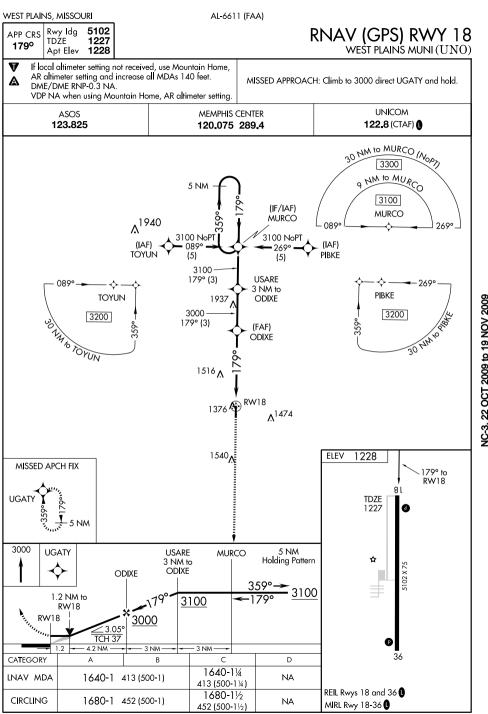


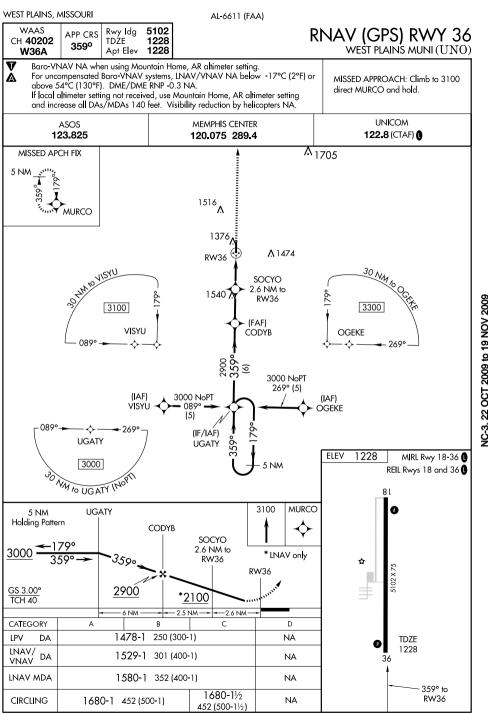


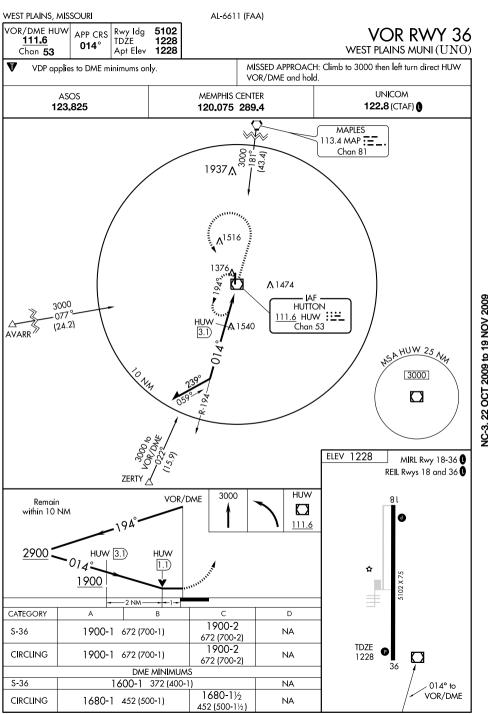












22 OCT 2009 to 19 NOV 2009

ALTERNATE MINS



RNAV (GPS) Rwy 31¹ VOR Rwy 31²

¹NA when local weather not available. ²Category A,B, 900-2; Category C, 900-2¹/₄.

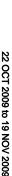
INSTRUMENT APPROACH PROCEDURE CHARTS



IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME	ALTERNATE MINIMUMS	NAME ALTERNATE MINIMUMS
ABERDEEN, SD		BISMARCK, ND
ABERDEEN RGNL .	RNAV (GPS) Rwy 13	BISMARCK MUNI ILS Rwy 13 ¹²
	RNAV (GPS) Rwy 31	ILS Rwy 31 ¹²
	RNAV (GPS) Rwy 35 VOR Rwy 31	RADAR-13 1ILS, Category D, 800-2½; Category E, 900-3.
	VOR/DME Rwy 13	LOC. NA.
NA when local weat	her not available.	² NA when control tower not in operation.
ALDEDTIES MAN		³ NA when control tower closed.
ALBERT LEA, MN		RDAINEDD MN
		BRAINERD LAKES RGNL ILS or LOC Rwy 23
		RNAV (GPS) Rwy 12
ALEXANDRIA, MN		RNAV (GPS) Rwy 23
	RNAV (GPS) Rwy 31	RNAV (GPS) Rwy 30
NA when local weat	ner not available.	RNAV (GPS) Rwy 34 NA when local weather not available.
AUSTIN, MN		NA WHEIT local weather not available.
AUSTIN MUNI	RNAV (GPS) Rwy 17	
	RNAV (GPS) Rwy 35	BROOKINGS RGNL RNAV (GPS) Rwy 12
NA when local weat	VOR/DME-A	RNAV (GPS) Rwy 30 NA when local weather not available.
NA WITETI TOCAL WEAT	iei iioi avallable.	NA when local weather not available.
BAUDETTE, MN		CANBY, MN
BAUDETTE INTL	RNAV (GPS) Rwy 301	MYERS FIELD RNAV (GPS) Rwy 12
	VOR/DME Rwy 12 ² VOR Rwy 30 ²	RNAV (GPS) Rwy 30
¹ NA when local wear		NA when local weather not available.
	1/4; Category D, 800-21/2.	CLOQUET, MN
		CLOQUET CARLTON
BEMIDJI, MN	DNAV (000) D 40	COUNTY RNAV (GPS) Rwy 35
BEMIDJI RGNL	RNAV (GPS) Rwy 13 RNAV (GPS) Rwy 31	NA when local weather not available.
NA when local weat		COOK, MN
		COOK MUNI RNAV (GPS) Rwy 31
BENSON, MN		NA when local weather not available.
BENSON MUNI	RNAV (GPS) Rwy 14	CROOKSTON MN
NA when local weat		CROOKSTON, MN CROOKSTON MUNI-
147 WHOH IOOAI WEAL	nor not available.	KIRKWOOD FIELD RNAV (GPS) Rwy 131





ALTERNATE MINS

NAME	ALTERNATE MINIMUMS
DETROIT LAKES, N	1N
DETROIT LAKES-	
WETHING FIELD	RNAV (GPS) Rwy 13
	RNAV (GPS) Rwy 31
NA when local weath	ner not available.
Category D, 800-21/4	
DEVILS LAKE, ND	

DEV	IL5	LAKI	=, NV
DEV	/II C		DON

DEVILS LAKE RGNL RNAV (GPS) Rwy 3 RNAV (GPS) Rwy 13 RNAV (GPS) Rwy 31 VOR Rwy 31 VOR Rwv 21²

NA when local weather not available.

¹Categories A,B, 900-2; Category C, 900-21/2; Category D, 900-23/4.

²Category C, 800-21/4, Category D, 800-21/2.

DICKINSON, ND

DICKINSON-THEODORE ROOSEVELT RGNL RNAV (GPS) Rwy 14 RNAV (GPS) Rwy 32 VOR-A

NA when local weather not available

DODGE CENTER, MN

DODGE CENTER RNAV (GPS) Rwy 16 RNAV (GPS) Rwy 34 VOR-A

NA when local weather not available.

DULUTH, MN

DULUTH INTL COPTER ILS Rwy 9 **COPTER ILS Rwy 27** ILS Rwy 9

LOC, NA.

EVELETH, MN

EVELETH-VIRGINIA MUNI VOR/DME or GPS-A Category C, 800-21/4; Category D,800-21/2.

FAIRMONT, MN

FAIRMONT MUNI RNAV (GPS) Rwy 13 RNAV (GPS) Rwy 31 VOR Rwy 13 VOR Rwy 31

NA when local weather not available.

NAME ALTERNATE MINIMUMS FARGO.ND

HECTOR INTLILS or LOC Rwv 181

ILS or LOC Rwv 361 RNAV (GPS) Rwy 182 RNAV (GPS) Rwy 362

VOR/DME or TACAN Rwy 182 VOR or TACAN Rwv 363

¹ILS. Category E. 700-2¼, LOC. Category E. 800-21/4.

²Category E, 800-21/4.

³Category D, 800-21/4, Category E, 800-21/2.

FERGUS FALLS, MN

FERGUS FALLS MUNI-EINAR MICKELSON FIELD ILS or LOC Rwy 311 NDB Rwy 31² RNAV (GPS) Rwy 312 RNAV (GPS) Rwv 35

NA when local weather not available.

¹ILS, Category D, 700-21/4. LOC, Category D, 800-21/4.

²Category D, 800-21/4.

GLENCOE, MN

GLENCOE MUNI RNAV (GPS) Rwy 31 NA when local weather not available.

GRAND FORKS, ND

GRAND FORKS INTL ... ILS or LOC Rwy 35L12 LOC BC Rwy 17R1 RNAV (GPS) Rwy 9L3 RNAV (GPS) Rwy 17R3 RNAV (GPS) Rwy 27R3 RNAV (GPS) Rwy 35L3

¹NA when control tower closed.

2ILS, Category E. 700-21/2, LOC, Category E.

3NA when local weather not available.

GRAND MARAIS. MN

GRAND MARAIS/

COOK COUNTY RNAV (GPS) Rwy 27

NA when local weather not available.

GRAND RAPIDS, MN

GRAND RAPIDS/ITASCA CO-

GORDON NEWSTROM RNAV (GPS) Rwy 16 RNAV (GPS) Rwy 34

VOR Rwy 34

VOR Rwy 17R3

VOR Rwy 35L3

NA when local weather not available

NAME

09295

NAME





ALTERNATE MINIMUMS

HIBBING, MN CHISHOLM-

HIBBING ILS OR LOC/DME Rwy 131

VOR Rwv 13² ¹ILS,Categories A,B,C,D, 800-2.

²Categories A,B, 900-2; Category C, 900-21/2; Category D, 900-234; ILS, 700-2.

HURON.SD

LOC/DME BC Rwy 3023

HURON RGNL.....ILS or LOC Rwy 1212

800-21/4.

¹ILS, Category D, 700-21/4. LOC, Category D,

RNAV (GPS) Rwv 3023 VOR Rwy 1223

RNAV (GPS) Rwy 1223

²NA when local weather not available.

3Category D. 800-21/4. INTERNATIONAL FALLS, MN

FALLS INTL COPTER ILS or LOC Rwy 311 ILS or LOC/DME Rwy 13,700-22 ILS or LOC Rwv 312

RNAV (GPS) Rwy 132 RNAV (GPS) Rwy 312 VOR Rwy 1323 VOR/DME Rwy 31²

¹LOC, NA: ILS, NA when local weather not available ²NA when local weather not available.

3Category D, 800-21/4.

JACKSON, MN JACKSON MUNI RNAV (GPS) Rwy 13

RNAV (GPS) Rwy 31 NDB Rwy 13

NA when local weather not available. JAMESTOWN, ND

JAMESTOWN RGNL RNAV (GPS) Rwy 4 RNAV (GPS) Rwy 13 RNAV (GPS) Rwy 22 RNAV (GPS) Rwy 31

VOR Rwy 31 NA when local weather not available. MANKATO, MN

MANKATORGNL RNAV (GPS) Rwv 15

RNAV (GPS) Rwy 33 VOR Rwy 15

VOR Rwy 33 NA when local weather not available.

MAPLE LAKE, MN MAPLE LAKE MUNI VOR-A

NA when local weather not available.

ANOKA COUNTY-BLAINE ARPT

FLYING

(JANES FIELD) ILS or LOC/DME Rwv 27

NA when local weather not available.

NA when local weather not available.

¹NA when control tower closed.

MINNEAPOLIS-ST. PAUL INTL/

²NA when local weather not available.

3Category C, 800-21/4; Category D, 800-21/2.

WOLD CHAMBERLAINILS Rwy 41

¹ILS, Category D, 700-2; Category E, 900-3.

²ILS, Categories A, B, C, D, 700-2; Category

MINOT INTLILS or LOC Rwy 3112

E, 900-3. LOC, Category E, 900-3.

NA when local weather not available.

LOC, Category E, 900-3.

3Category E, 900-3.

MINOT, ND

4Category D, 800-21/4.

¹NA when tower closed.

CRYSTAL RNAV (GPS) Rwy 14L

CLOUD COPTER ILS or LOC Rwy 10R1

MINNEAPOLIS. MN

NA when local weather not available.

RNAV (GPS) Rwy 9

RNAV (GPS) Rwy 18

RNAV (GPS) Rwy 27

RNAV (GPS) Rwy 10L2

RNAV (GPS) Rwy 28R²

ILS or LOC Rwy 12L1 ILS or LOC Rwy 12R1

ILS or LOC Rwy 30L1

ILS or LOC Rwv 30R1

RNAV (GPS) Rwv 12L3

RNAV (GPS) Rwy 12R3

RNAV (GPS) Rwy 223

RNAV (GPS) Rwy 30L3

RNAV (GPS) Rwy 30R3

RNAV (GPS) Z Rwv 354

LOC/DME BC Rwy 131

RNAV (GPS) Rwy 13

RNAV (GPS) Rwy 31

ILS or LOC Rwy 352

LOC Rwy 43

LOC Rwy 223 RNAV (GPS) Rwy 43

VOR Rwy 363

VOR Rwv 9 VOR/DME Rwv 27

ALTERNATE MINIMUMS

VOR Rwv 12

RYAN FLD RNAV (GPS) Rwy 12

SOUTHWEST MINNESOTA RGNL MARSHALL/

MARSHALL, MN

Category D, 800-21/4.

NA when local weather not available.





9	ALILKNAIL WIINS	
	NAME ALTERNATE MINIMUMS MITCHELL, SD MITCHELL MUNIRNAV (GPS) Rwy 12 RNAV (GPS) Rwy 30	NAME ALTERNATE MINIMUMS ROCHESTER, MN ROCHESTER INTL ILS or LOC Rwy 13 ILS or LOC Rwy 31
	VOR Rwy 12	COPTER ILS or LOC Rwy 31
	VOR Rwy 30 ¹	NA when control tower closed.
	NA when local weather not available. Categories A,B, 1000-2; Categories C,D,	ROSEAU, MN
	1000-3.	ROSEAU MUNI/ RUDY BILLBERG FIELD RNAV (GPS) Rwy 16
	MOBRIDGE, SD	RNAV (GPS) Rwy 10
	MOBRIDGE MUNIRNAV (GPS) Rwy 121 RNAV (GPS) Rwy 302	NA when local weather not available.
	NA when local weather not available	ST. CLOUD, MN
	¹ Category D, 900-2¾.	ST. CLOUD RGNL ILS or LOC/DME Rwy 13123
	² Category C, 800-2¼; Category D, 900-2¾.	RNAV (GPS) Rwy 5 ¹ RNAV (GPS) Rwy 13 ¹
	MORRIS, MN	RNAV (GPS) Rwy 231
	MORRIS MUNI-CHARLIE SCHMIDT FLD RNAV (GPS) Rwy 14	RNAV (GPS) Rwy 31 ¹ VOR/DME Rwy 13 ¹²
	RNAV (GPS) Rwy 32	VOR Rwy 31 ¹²
	NA when local weather not available.	¹ NA when local weather not available.
	PINE RIDGE, SD	² NA when control tower closed. ³ ILS,Categories, A, B, C, D, 700-2.
	PINE RIDGE RNAV (GPS) Rwy 30	
	NA when local weather not available. Categories A,B, 900-2.	ST. PAUL, MN ST. PAUL DOWNTOWN HOLMAN
	Categories A,B, 900-2.	FIELD COPTER ILS or LOC Rwy 321
	PIPESTONE, MN	ILS or LOC Rwy 14 ¹²
	PIPESTONE MUNI NDB Rwy 36 RNAV (GPS) Rwy 18	ILS or LOC Rwy 32 ¹² RNAV (GPS) Rwy 14 ²
	RNAV (GPS) Rwy 36	RNAV (GPS) Rwy 323
	NA when local weather not available.	NA when control tower closed. ² Categories A,B, 900-2; Category C,900-2½;
	PRESTON, MN	Category D, 900-2, Category C,900-2/2;
	FILLMORE COUNTY RNAV (GPS) Rwy 29	³ Categories A,B,C, 900-2½; Category D,
	NA when local weather not available.	900-2¾.
	RAPID CITY, SD	SIOUX FALLS, SD
	RAPID CITY RGNLILS or LOC Rwy 321	JOE FOSS FIELDILS Rwy 3 ¹²
	RNAV (GPS) Rwy 142 RNAV (GPS) Rwy 32	ILS Rwy 21 ¹ RADAR-1 ³
	VOR or TACAN Rwy 14 ²	VOR or TACAN Rwy 15⁴
	VOR or TACAN Rwy 32 ² NA when local weather not available.	VOR/DME or TACAN Rwy 33 ³ 1NA when control tower closed.
	¹ ILS, Category D, 700-2; Category E, 700-2 ¹ / ₄ .	² LOC, NA.
	LOC, Category E, 800-21/4.	³ Category E, 800-2 ³ / ₄ .
	² Category E, 800-2¼.	⁴ Category E, 900-3.
	REDWOOD FALLS, MN REDWOOD FALLS	SOUTH ST. PAUL, MN SOUTH ST. PAUL MUNI-RICHARD E
	TED TOOD I ALLO	CCCC / NOL MOIN MOIN MED L

MUNIRNAV (GPS) Rwy 30 FLEMING FIELDRNAV (GPS) Rwy 34 VOR-A

Category D, 800-21/4.

NA when local weather not available.





95			_
NAME	ALTERNATE MINIMUMS	NAME	ALTERNATE MINIMUMS
THIEF RIVER	FALLS, MN	WILLMAR, MN	
THIEF RIVER		WILLMAR MUNI-J	OHN
FALLS RGNL .	RNAV (GPS) Rwy 13	L RICE FIELD	RNAV (GPS) Rwy 13
	RNAV (GPS) Rwy 31		RNAV (GPS) Rwy 31
	VOR Rwy 13		VOR Rwy 13
NA when loca	I weather not available.	NIAla a.a. la a.a.l	VOR Rwy 31¹
VERMILLION,	SD	¹ Category D, 800	eather not available.
HAROLD DAV		Category D, 600	FZ/4.
	RNAV (GPS) Rwv 30	WINNER, SD	
	I weather not available.	,	RNAV (GPS) Rwy 13
			RNAV (GPS) Rwy 31
WARROAD, N			VOR-A
WARROAD IN		NA when local we	eather not available.
MEMORIAL	RNAV (GPS) Rwy 13		
	RNAV (GPS) Rwy 31	WORTHINGTON	, MN
NA when loca	I weather not available.	WORTHINGTON	VOD ODC D 44
WASECA, MN	I		VOR or GPS Rwy 11
	II RNAV (GPS) Rwy 15	Category D, 800-	-274.
	I weather not available.	YANKTON, SD	
TWY WHOTH TOOK	Would not available.	,	MUNI RNAV (GPS) Rwy 131
WATERTOWN	N, SD		VOR Rwy 131
WATERTOWN	RGNL LOC/DME BC Rwy 17		VOR Rwy 31 ²
	NDB Rwy 35	¹ NA when local w	eather not available.
	RNAV (GPS) Rwy 12	² Category D, 800)-2½.
	RNAV (GPS) Rwy 17		
	RNAV (GPS) Rwy 30		

WILLISTON, ND

SLOULIN FIELD INTL.....VOR or GPS Rwy 11 Category D, 800-21/4.

NA when local weather not available.

RNAV (GPS) Rwy 35 VOR or TACAN Rwy 17

RADAR INSTRUMENT APPROACH MINIMUMS

BISMARCK, ND				Amdt. 3A, Γ	Amdt. 3A, DEC 13, 2002 (FAA)				ELEV 1661		
BISMAI	RCK MUNI										
RADAR -	126.3 298.9	$\nabla \Delta$									
		,			HAT/				HAT/		
				DA/	HATh	1/		DA/	HATh/		
	RWY GS/TCI	H/RPI (CAT	MDA-VIS	HAA	CEIL-VIS	CAT	MDA-VIS	HAA	CEIL-VIS	
ASR	13	F	AB	2100 -1	445	(500-1)	С	2100 -11/4	445	(500-11/4)	
		Γ	D	2100 -1½	445	(500-1½)					
	31	F	AB	2100 /24	455	(500-1/2)	С	2100 /40	455	(500-3/4)	
ì		Γ	D	2100 /50	455	(500-1)					
i	21	F	AB	2120 -1	459	(500-1)	С	2120 -11/4	459	(500-11/4)	
i		Γ	D	2120 -1½	459	(500-1½)					
	3	F	AB	2120 -1	459	(500-1)	С	2120 -11/4	459	(500-11/4)	
ii		Γ	D	2120 -1½	459	(500-1½)					
CIRCLIN	.G	F	Α	2180 -1	519	(600-1)	В	2220 -1	539	(600-1)	
			С	2220 -1½	559	(600-1½)	D	2240 -2	579	(600-2)	
h					_						

Amdt. 20, OCT 7, 1999 (FAA)

HAT/

RWY GS/TCH/RPI CAT MDA-VIS HAA CEIL-VIS CAT MDA-VIS HAA

400

439

439

440

HATh/

(400-1)

 $(400-1\frac{1}{2})$

 $(500-\frac{1}{2})$

(500-1)

(500-1)

Inoperative table does not apply to MALS Rwy 13.

DULUTH, MN

DULUTH INTL RADAR - 125.45 255.9

27

21

ASR

	DE	1860 -1½	440
9	AB	1880 /24	452
	DE	1880 /50	452
CIRCLING	AB	1920 -1	492
	DE	1000 0	EEO

1820-1½ 400

1860/24

1860/50

1860-1

DA/

ABC 1820-1

Ε

AB

DE

AB

(500-1)(500-1)(600-2)552

 $(500-1\frac{1}{2})$ $(500-\frac{1}{2})$ С С

С

1880/40 **1920**-1½ 492

DA/

1820-11/4

1860/40

1860-1¼ 440 452 $(500-1\frac{1}{2})$

HAT/

400

439

HATh/

ELEV 1428

 $(400-1\frac{1}{4})$ $(500-\frac{3}{4})$ $(500-1\frac{1}{4})$ $(500-\frac{3}{4})$

CEIL-VIS

Category E circling NA southeast of Rwys 3 and 27.

RADAR INSTRUMENT APPROACH MINIMUMS

ELLSWORTH AFB (KRCA) (Rapid City), SD (Amdt 1, 08045 USAF)

ELEV 3276

ELEV 1942

HAT/

RADAR - (E) 119.5 259.11

ASR	<u>RWY</u> 13 ²	GS/TCH/RPI	CAT AB C	DH/ MDA-VIS 3820/40 3820/50	HATh/ HAA 544 544	CEIL-VIS (600-¾) (600-1)
			D E	3820 /60 3820 -1½	544 544	(600-1½) (600-1½)
	31 ²		AB C D E	3820/40 3820/60 3820-1½ 3820-1¾	628 628 628 628	(600-¾) (600-1¼) (600-1½) (600-1¾)
CIR	All Rwy³		A B C D E	3860-1¼ 3880-1¼ 3880-1¾ 3880-2 4040-2¾	584 604 604 604 764	(600-1½) (700-1½) (700-1¾) (700-2) (800-2¾)

¹Opr 1300-0730Z++ Mon-Thu, 1300-0500Z++ Fri. 1400-0500Z++ Sat, Sun and hol. ²When ALS inop, increase CAT AB RVR to 60 and vis to 1¼, increase CAT CDE vis ½ mile. ³CAT E circling restricted to 28th BW aircraft only; 28th BW aircraft will remain within class D airspace.

Amdt. 4. NOV 09, 1995 (FAA)

MAND	-/14 IAI	CITI									
RADAR -	126.3	298.9	A NA								
						HAT/				HAT/	
					DA/	HAT	n/		DA/	HAT/	
	RWY	GS/TC	H/RPI	CAT	MDA-VIS	HAA	CEIL-VIS	CAT	MDA-VIS	HAA	CEIL-VIS
ASR	31			AB	2360 -1	418	(500-1)	CD	2360-11/4	418	(500-11/4)
	13			AB	2460 -1	520	(600-1)	С	2460 -1½	520	(600-1½)
				D	2460 -13/4	520	$(600-1\frac{3}{4})$				
CIRCLIN	IG			Α	2460 -1	518	(600-1)	В	2500 -1	558	(600-1)
				С	2500 -1½	558	(600-11/2)	D	2500 -2	558	(600-2)

Use Bismarck altimeter setting.

MANDAN, ND

MANDAN MINI

When Bismarck control tower closed, ASR NA.

RADAR INSTRUMENT APPROACH MINIMUMS

ROCHESTER, MN ROCHESTER INTL RADAR - 119.8 251.125 \(\nabla\)

SIOUX FALLS, SD

Amdt. 8, JAN 15, 2009 (FAA)

ELEV 1317

ELEV 1429

HAT/

			DA/	HAT	1/		DA/	HAT	n/
	RWY	GS/TCH/RPICAT	MDA-VIS	HAA	CEIL-VIS	CAT	MDA-VIS	HAA	CEIL-VIS
ASR	2	ABC	1680 -1	363	(400-1)	D	1680 -1¼	363	$(400-1\frac{1}{4})$
	13	ABC	1640 /24	360	(400-1/2)	D	1640 /50	360	(400-1)
	20	ABC	1660 -1	356	(400-1)	D	1660 -11/4	356	(400-11/4)
	31	ABC	1660 /24	356	(400-1/2)	D	1660 /50	356	(400-1)
CIRCLIN	١G	A	1720 -1	403	(500-1)	В	1780 -1	463	(500-1)
		С	1780 -1½	463	(500-11/2)	D	1880 -2	563	(600-2)

HAT/

When control tower closed, procedure NA. For inoperative MALSR, increase S-13 and S-31 Cat D visibility to RVR 6000. Visibility reduction by helicopters NA Rwy 2-20.

JOE FOSS FIELD

RADAR - 125.8 353.6

→ A

HAT/
DA/
HATh/
DA/
HATh/
RWY GS/TCH/RPI CAT MDA-VIS HAA CEIL-VIS CAT MDA-VIS HAA CEIL-

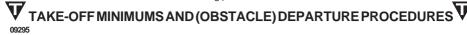
Amdt. 10A, OCT 3,2003 (FAA)

	DWV	GS/TCH/RPI	CAT		ПАІ		CAT		HAIII	
	IK VV Y	GS/TCH/RPI	CAI	MIDA-A12	пАА	CEIL-VIS	CAI	MIDA-A12	паа	CEIL-VIS
ASR	3			1940 /24 1940 /60		(600-½) (600-1¼)	С	1940 /50	517	(600-1)
	33					(500-1) (500-1½)				
	21					(600-½) (600-1½)				'
	15					(600-1) (600-1¾)		1960-1½ 1960-2	534 534	(600-1½) (600-2)
CIRCLIN	1G			1960 -1 2040 -2		(600-1) (700-2)		1960-1½ 2300-3	531 871	(600-1½) (900-3)

When control tower closed, procedure not authorized.

Category E S-3 visibility increased 1% mile for inoperative MALSR.

Category E S-21 visibility increased to 2 miles for inoperative MALSR.



INSTRUMENT APPROACH PROCEDURE CHARTS

FR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude, and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME

TAKE-OFF MINIMUMS

ABERDEEN.SD

ABERDEEN RGNL (ABR)

65' AGL/1360' MSL.

ORIG 09239 (FAA)
NOTE: Rwy 17, trees 1138' from DER, 432' right of
centerline, 41' AGL/1336' MSL. Rwy 31, multiple trees
beginning 1391' from DER. 326' left of centerline. up to

AITKIN. MN

AITKIN MUNI-STEVE KURTZ FIELD (AIT) AMDT 2 96172 (FAA)

TAKE-OFF MINIMUMS: Rwys 8, 26, 300-1. Rwy16, 300-1 or std. with a min climb of 400' per NM to 1500. DEPARTURE PROCEDURE: Rwys16, 26, climb runway heading to 1700 before turning.

ALBERT LEA. MN

ALBERT LEA MUNI (AEL)

ORIG 85241 (FAA)

DEPARTURE PROCEDURE: Rwys 16, 22, climb runway heading to 1800 before turning on course.

ALEXANDRIA, MN

CHANDLER FIELD (AXN)

DEPARTURE PROCEDURÉ: Rwys 4, 13, 22, when weather is below 200-1, climb runway heading to 1800 before turning.

NAME

TAKE-OFF MINIMUMS

APPLETON, MN

APPLETON MUNI (AQP)

ORIG 94146 (FAA)

DEPARTURE PROCEDURE: Rwy 4, climb to 2000 before turning right. Rwy 31, climb to 2000 before turning left. Rwy 13, climb to 2400 before turning right. Rwy 22, climb to 2400 before turning left.

AUSTIN. MN

AUSTIN MUNI (AUM)

ORIG 08045 (FAA)

NOTE: Rwy 17, Multiple trees beginning 809' from departure end of runway, 663' right of centerline, up to 61' AGL/1285' MSL. Rwy 35, Tree 1380' from departure end of runway, 484' right of centerline, 100' AGL/1314' MSL.

BAUDETTE.MN

BAUDETTE INTL (BDE)

ORIG 01193 (FAA)

DEPARTURE PROCEDURE: **Rwy 12**, climb runway heading to 1700 before turning northbound.



BELLE FOURCHE, SD

BELLE FOURCHE MUNI (FFC) AMDT 2 09015 (FAA)

TAKE-OFF MINIMUMS: Rwvs 18.36, NA Rwv 14, std. w/min. climb of 240' per NM to 9000 or 1400-3 for climb in visual conditions. Rwv 32. std. w/min. climb of 413'

per NM to 3900 DEPARTURE PROCEDURE: Rwv 14, for climb in visual conditions: cross Belle Fourche Muni airport at or above 4400 MSL before proceeding on course. Rwv 32, climb heading 321° to 3900 before proceeding southbound.

NOTE: Rwv 14. trees 651' from departure end of runway. 547' left of centerline, up to 20' AGL/3299' MSL. Rwv 32. trees 857' from departure end of runway 150' left of centerline, up to 20' AGL/3199' MSL. Trees 3880' from departure end of runway, 966' right of centerline, up to 20' AGL /3289' MSL

BEMIDJI, MN

BEMIDJI RGNI (BJI)

AMDT 3 08213 (FAA)

NOTE: Rwy 7, vegetation beginning 859' from departure end of runway, 544' right of centerline, up to 62' AGL/ 1442' MSL. Vegetation beginning 1404' from departure end of runway, 683' left of centerline, up to 44' AGL/1424' MSL. Rwy 13, vehicle on road, 541' from departure end of runway, 525' right of centerline, 15' AGL/1398' MSL. Rwy 25, poles beginning 1337' from departure end of runway. 205' right of ceterline up to 61' AGL/1445' MSL. Trees beginning 1414' from departure end of runway. 254' left of centerline, up to 57' AGL/1441' MSL. Tree 1406' from departure end of runway, 233' right of centerline, 53' AGL/1437' MSL.

BENSON, MN

BENSON MUNI (BBB)

AMDT 1 09127 (FAA)

NOTE: Rwv 14, numerous trees beginning 838' from DER, 246' right of centerline, up to 33' AGL/1087' MSL. Numerous trees beginning 1232' from DER. 64' left of centerline. up to 69' AGL/1108' MSL, Sign 206' from DER, 198' left of centerline, 19' AGL/1044' MSL, Tower 4884' from DER, 274' right of centerline, 126' AGL/1161' MSL, Rwy 32, Tree 2380' from DER, 646' left of centerline, 68' AGL/1107' MSL, Multiple fences beginning 13' from DER, 361' left of centerline, up to 8' AGI /1043 MSI

BIGFORK.MN

BIGFORK MUNI (FOZ)

ORIG 97198 (FAA)

TAKE-OFF MINIMUMS: Rwv 15, 400-1 or std. with a min, climb of 250' per NM to 1800.

BISMARCK.ND

BISMARCK MUNI (BIS)

AMDT 7 01137 (FAA)

DEPARTURE PROCEDURE: Rwys 3,31, climb runway heading to 2500 before proceeding on course. Rwys 13, 21, climb runway heading to 3800 before proceeding south.

BOTTINEAU.ND

BOTTINEAU MUNI (D09) ORIG 98113 (FAA)

TAKE-OFF MINIMUMS: Rwv 13, 800-1 or std. with a min_climb of 280' per NM to 2500_Rwv 31, 900-2 or std with a min, climb of 360' per NM to 2900, Rwys 3, 21.

BRAINFRD MN

BRAINERD LAKES RGNL (BRD) AMDT 5 07074 (FAA)

NOTE: Rwv 12, multiple trees beginning 165' from departure end of runway, 417' left of centerline, up to 78' AGI /1279 MSI Multiple trees and vehicle on road beginning 304' from departure end of runway, 206' right of centerline, up to 66' AGL/1277' MSL, Rwv 16, multiple trees beginning 1830' from departure end of runway. 749' left of centerline, up to 74' AGL/1314' MSL, Rwy 23. multiple trees beginning 1495' from departure end of runway, 179' left of centerline, up to 48' AGL/1285' MSL Tree 2437' from departure end of runway, 716' right of centerline, 50' AGL/1279' MSL. Rwv 30, multiple trees beginning 243' from departure end of runway, 131'left of centerline, up to 61' AGL/1287' MSL. Multiple trees 48' from departure end of runway, 328' right of centerline, up to 59' AGL/1329' MSL

BRITTON.SD

BRITTON MUNI (BTN)

AMDT 2 96060 (FAA)

TAKE-OFF MINIMUMS: Rwy 13, 300-1 or std. with a min, climb of 450' per NM to 1600. Rwv 19, 300-1. DEPARTURE PROCEDURE: Rwy 19, climb runway heading to 2000 before turning.

BROOKINGS.SD

BROOKINGS RGNL (BKX)

ORIG 09015 (FAA)

NOTE: Rwy 12, pole and trees beginning 1041' from departure end of runway, 207' left of centerline, up to 65' AGL/1705' MSL, Building 1277' from departure end of runway, 825' right of centerline, 38' AGL/1618' MSL. Rwy 17, vehicle on road 799' from departure end of runway, on centerline, up to 15' AGL/1687' MSL. Trees beginning 906' from departure end of runway, 464' left of centerline, up to 100' AGL/1749' MSL, Rwy 30, railroad beginning 547' from departure end of runway, 502' right of centerline, 23' AGL/1626' MSL, Tree 132' from departure end of runway, 433' left of centerline, 20' AGL/ 1615' MSL. Rwy 35, trees 2892' from departure end of runway, 944' right of centerline, up to 100' AGL/1709' MSL.

CANBY, MN

MYERS FIELD (CNB)

ORIG 07186 (FAA)

NOTE: Rwy 12. truck on road 183' from departure end of runway, 220' right of centerline, 15' AGL/1204' MSL.

$\overline{f V}$ take-off minimums and (obstacle) departure procedures $\overline{f V}$

CASSELTON ND

CASSELTON ROBERT MILLER RGNL (5N8) ORIG 07354 (FAA)

TAKE-OFF MINIMUMS: Rwv 31, 400-21/2 or std. w/a min, climb of 212' per NM to 1400 or alternatively, with standard takeoff minimums and a normal 2001/NM climb gradient, takeoff must occur no later than 1700' prior to departure end of runway.

NOTE: Rwv 13, railroad 30' from departure end of runway, 505' right of centerline, 23' AGL/945' MSL. Vehicle on road 449' from departure end of runway, 300' left of centerline, 15' AGL/949' MSL, Rwv 31, trees 2251' from departure end of runway, 456' left of centerline, up to 100' AGL/1052' MSL.

CAVALIER, ND

CAVALIER MUNI (2C8)

ORIG 03191 (FAA)

TAKE-OFF MINIMUMS: Rwv 16, 300-1 or std. with a min. climb of 430' per NM to 1200.

NOTE: Rwv 16, grain elevator 3731' from departure end of runway 284' left of centerline 168' AGL/1060' MSL

CLOQUET, MN

CLOQUET CARLTON COUNTY (COQ)

AMDT 1 80248 (FAA)

TAKE-OFF MINIMUMS: Rwv 7, 300-1 or std. with a min. climb of 400' per NM to 1400.

CROOKSTON, MN

CROOKSTON MUNI-KIRKWOOD FIELD (CKN) AMDT 2 07298 (FAA)

TAKE-OFF MINIMUMS: Rwvs 6, 17, 24, 35, NA-turf

NOTE: Rwy 13, tree 1998' from departure end of runway, 587' left of centerline, 94' AGL/970' MSL. Pole 1127' from departure end of runway, 662' left of centerline, 46' AGL/926' MSL.

DETROIT LAKES. MN

DETROIT LAKES-WETHING FIELD (DTL) ORIG 05132 (FAA)

TAKE-OFF MINIMUMS: Rwvs 17.35. NA.

NOTE: Rwy 31, highway 243' from departure end of runway, 267' right of centerline, 15' AGL/1404' MSL. Railroad 534' from departure end of runway, 298' right of centerline, 23' AGL/1411' MSL.

DEVILS LAKE, ND

DEVILS LAKE RGNL (DVL)

AMDT 1 80318 (FAA)

TAKE-OFF MINIMUMS: Rwy 31, 300-1 or std. with a min. climb of 350' per NM to 1600.

DICKINSON, ND

DICKINSON-THEODORE ROOSEVELT RGNL (DIK)

AMDT 1 05244 (FAA)

DEPARTURE PROCEDURE: Rwv 25, climb via heading 250° to 3100 before turning left.

NOTE: Rwy 7, road 887' from departure end of runway, on rwy centerline, 15' AGL/2631' MSL.

DODGE CENTER, MN

DODGE CENTER (TOB)

ORIG 09015 (FAA)

TAKE-OFF MINIMUMS: Rwv 22, NA-Environmental. NOTE: Rwy 16, trees 3945' from departure end of runway 1542' left of centerline, 100' AGL/1409' MSL.

DULUTH. MN

DULUTH INTL (DLH) ORIG 06327 (FAA)

> NOTE: Rwv 3, multiple trees beginning 21' from departure end of runway, 226' right of centerline, up to 68' AGL /1477' MSL Multiple trees beginning 246' from departure end of runway, 26' left of centerline, up to 64' AGL/1473' MSL. Rwv 9, electrical equipment 207' from departure end of runway 408 left of centerline 6' AGL/ 1425' MSL. Rwv 21, tower 3762' from departure end of

runway 410 left of centerline, 92 AGL /1522 MSL Rwy 27, tree 2426' from departure end of runway, 1127' right of centerline 53' AGI /1522' MSI Rush and multiple trees beginning 347' from departure end of

runway, 484' left of centerline, up to 44' AGL/1533' MSL. SKY HARBOR (DYT)

TAKE-OFF MINIMUMS: Rwv 14, 300-1, Rwv 32, 1500-2 or std. with a min. climb of 360' per NM to 2300. DEPARTURE PROCEDURE: Rwy 14, northwest departures (260° CW 030°) climb to 2300 via heading 260° or 030° before proceeding on course.

EAGLE BUTTE, SD

ORIG 83174 (FAA)

CHEYENNE EAGLE BUTTE (84D) ORIG 96228 (FAA)

TAKE-OFF MINIMUMS: Rwvs 13.31.300-1.

ELY. MN

ELY MUNI (ELO)

AMDT 2 97086 (FAA)

TAKE-OFF MINIMUMS: Rwy 12, 300-1 or std. with a min, climb of 200' per NM to 1600.

DEPARTURE PROCEDURE: Rwy 30, northbound departures climb runway heading to 2000 before turning.

EVELETH. MN

EVELETH-VIRGINIA MUNI (EVM)

AMDT 2 94118 (FAA)

TAKE-OFF MINIMUMS: Rwy 32, 800-2 or std. with a min. climb to 330' per NM to 2300.

DEPARTURE PROCEDURE: Rwv 27, northwest departures (270°-050°) climb runway heading to 2200 before turning.



FAIRMONT, MN

FAIRMONT MUNI (FRM) AMDT 3 09127 (FAA)

NOTE: Rwv 2, trees beginning 2466' from DER, 1105' right of centerline, up to 100' AGL/1269' MSL. Rwv 13. tree 2340' from DER 1039' left of centerline 100' AGL/ 1269' MSL. Rwy 20, trees beginning 1640' from DER. 914' right of centerline, up to 100' AGL/1289' MSL. Trees beginning 913' from DER, 449' left of centerline. up to 100' AGL/1299' MSL. Rwv 31, trees beginning 954' from DER, 161' left of centerline, up to 100' AGL/ 1299' MSL. Trees and road beginning 791' from DER. 339' right of centerline, up to 57' AGL/1226' MSL.

FARGO.ND

HECTOR INTL (FAR)

AMDT 4 04330 (FAA)

TAKE-OFF MINIMUMS: Rwys13,31, NA.

NOTE: Rwv 9, multiple light poles 1124' from departure end of runway, 305' left of centerline, 20' AGL/927' MSL.

FERGUS FALLS, MN

FERGUS FALLS MUNI-FINAR MICKELSON FIELD (FFM)

ORIG 09239 (FAA)

NOTE: Rwv 13, trees beginning 2612' from DER, 128' right of centerline, up to 100' AGL/1269' MSL, Trees beginning 2514' from DER, 42' left of centerline, up to 100' AGL/1259' MSL. Rwy 17. trees beginning 1100' from DER 663' right of centerline, up to 100' AGL/1269' MSL. Road 222' from DER, 469' right of centerline, 15' AGL/1173' MSL. Rwv 35, trees beginning 2156' from DER, 176' right of centerline, up to 100' AGL/1289' MSI

FOSSTON, MN

FOSSTON MUNI (FSE)

AMDT 1 87351 (FAA)

TAKE-OFF MINIMUMS: Rwys 14, 32, IFR takeoff not authorized.

DEPARTURE PROCEDURE: Rwy 16, climb runway heading to 2000 before turning.

GETTYSBURG.SD

GETTYSBURG MUNI (0D8)

AMDT 1 07018 (FAA)

NOTE: Rwy 4, multiple trees beginning 1011' from departure end of runway, 420' left of centerline, up to 60' AGL/2119' MSL. Rwv 13, multiple trees beginning 1897' from departure end of runway, 975' left of centerline, 60' AGL/2119' MSL. Rwy 22, multiple trees beginning 679' from departure end of runway, 117' left of centerline, up to 60' AGL/2109' MSL.

GLENCOF, MN

GLENCOE MUNI (GYL)

ORIG 09071 (FAA)

NOTE: Rwy 13, trees beginning 349 from DER, 257 right of centerline, up to 100' AGL/1099' MSL. Trees beginning 1211' from DER 314' left of centerline up to 100' AGL/1109' MSL. Terrain beginning 53' from DER. 166' left of centerline up to 998' MSI. Terrain beginning 286' from DER, 435' right of centerline, up to 1001' MSL. Rwv 31. trees beginning 501' from DER, 530' right of centerline, up to 100' AGL /1099' MSL. Tree. 2577' from DER, 129' left of centerline, 100' AGL/1109' NASI

GLENWOOD, MN

GLENWOOD MUNI (GHW)

AMDT 2 98337 (FAA)

TAKE-OFF MINIMUMS: Rwv 5, 1200-2 or std. with a min, climb of 220' per NM to 2900.

GRAFTON ND

HUTSON FIFLD (GAF)

ORIG 97086 (FAA)

TAKE-OFF MINIMUMS: Rwv 35, 400-2 or std. with a min, climb of 420' per NM to 1300.

GRAND FORKS, ND

GRAND FORKS INTL (GFK)

AMDT 2 09071 (FAA)

NOTE: Rwv 9L. tree 127' from DER, 451' left of centerline, 12' AGL/853' MSL. Rwy 27R, bush 38' from DER, 474' right of centerline, 5' AGL/844' MSL, Rwy 35L, obstruction light on DME 645' from DER, 198' left of centerline, 21' AGL/860' MSL, Rwv 35R, tree 1259' from DER, 521' right of centerline, 41' AGL/880' MSL. Tree 1655' from DER, 271' left of centerline, 45' AGL/ 884'MSL.

GRANT MARAIS. MN

GRAND MARAIS/COOK COUNTY (CKC) ORIG 09015 (FAA)

NOTE: Rwv 9, trees beginning 58' from departure end of runway, 168' right of centerline up to 54' AGL/1833' MSL, Bushes 112' from departure end of runway, 142' left of centerline, 11' AGL/1805' MSL. Tree 464' from departure end of runway, 75' left of centerline, 14' AGL/ 1813' MSL. Rwy 27, trees beginning 85' from departure end of runway, 187' left of centerline, up to 59' AGL/1858' MSL. Trees beginning 282' from departure end of runway, 115' right of centerline, up to 42' AGL/1861'

GRAND RAPIDS, MN

GRAND RAPIDS/ITASCA COUNTY-GORDON NEWSTROM FIELD (GPZ)

AMDT 4 09127 (FAA)

TAKE-OFF MINIMUMS: Rwys 5,10,23,28, NA-Environmental.

NOTE: Rwv 16, tree 1655' from DER, 899' left of centerline, 51' AGL/1410' MSL. Tree 3236' from DER, 1130' right of centerline, 82' AGL/1441' MSL. Rwy 34, tree 3416' from DER, 1253' right of centerline, 100' AGL/1399' MSL.



GREGORY.SD

GREGORY MUNI. FLYNN FIELD (9D1) ORIG 97142 (FAA)

TAKE-OFF MINIMUMS: Rwv 31, 400-2 or std. with a min. climb of 210' per NM to 2600.

GWINNER.ND

GWINNER-ROGER MEI ROE FIELD (GWR) ORIG 09183 (FAA)

TAKE-OFF MINIMUMS: Rwvs 6.24, NA-Environment. Rwy 34. Std. w/min. climb of 216' per NM to 2000, or 900-21/2 for climb in visual conditions.

DEPARTURE PROCEDURE: Rwv 34, for climb in visual conditions, cross Gwinner-Roger Melroe Field at or above 2000, before proceeding on course.

NOTE: Rwv 16, terrain beginning 15' from DER, 73' right of centerline, 1257' MSL, Rwy 34, road and vehicle 436' from DER, on centerline, 15' AGL/1286' MSL.

HAWLEY, MN

HAWLEY MUNI (04Y)

ORIG 07074 (FAA)

NOTE: Rwv 34, road 15' from departure end of runway. 421' left of centerline, 15' AGL/1224' MSI

HETTINGER.ND

HETTINGER MUNI (HEI)

AMDT 1 98225 (FAA)

TAKE-OFF MINIMUMS: Rwv 12, 300-1 or std. with a min, climb rate of 220' per NM to 3000, Rwys 17, 35 NA.

HIBBING, MN

CHISHOLM-HIBBING (HIB)

AMDT 6 04218 (FAA)

DEPARTURE PROCEDURE: Rwv 22, climb via heading 227° to 2200 before turning right. Rwy 31, climb via heading 310° to 2200 before turning left.

NOTE: Rwy 4, antenna on pole, 361' from departure end of runway, 409' right of centerline, 1377' MSL. Rwy 13, obstacle light on pole, 1184' from departure end of runway, 636' left of centerline. Numerous trees beginning 1291' from departure end of runway, 745' left of centerline up to 1419' MSL. Trees 1497' from departure end of runway, 563' right of centerline. 1388' MSL. Rwv 22, multiple trees beginning 368' from departure end of runway, 170' right of centerline, up to 1416' MSL. Multiple trees beginning 413' from departure end of runway, 117' left of centerline, up to 1400' MSL. Rwy 31, light standard, 865' from departure end of runway, 595' right of centerline, 1381' MSL.

HILLSBORO.ND

HILLSBORO MUNI (3H4)

ORIG 97198 (FAA)

DEPARTURE PROCEDURE: Rwys 16, 34, climb runway heading to 2000 prior to turning westbound.

HINCKI FY. MN

FIFLD OF DREAMS (04W) ORIG 08045 (FAA)

NOTE: Rwv 6 Tree 82' from departure end of runway 480' right of centerline 100' AGL /1114' MSL Tree 143' from departure end of runway, 161' left of centerline, 100' AGL/1114' MSL. Rwy 24. Tree 48' from departure end of runway 165' left of centerline 100' AGL /1124' MSL

HOT SPRINGS, SD

HOT SPRINGS MUNI (HSR) ORIG 97142 (FAA)

TAKE-OFF MINIMUMS: Rwv 1, 300-1 or std. with a min. climb of 360' per NM to 5000, Rwy 19, 300-2 or std. with a min. climb of 250' per NM to 5000.

DEPARTURE PROCEDURE: Rwvs 1.19. climb runway heading to 5000 before proceeding westbound

HURON SD

HURON RGNI (HON) AMDT 5 09239 (FAA)

> NOTE: Rwy 12, trees and pole beginning 918' from DER. 525' left of centerline, up to 62' AGL/1341' MSL, Trees beginning 291' from DER, 234' right of centerline, up to 100' AGL/1389' MSL. Rwv 17. trees beginning 236' from DER, 307' left of centerline, up to 67' AGL/1346' MSL. Trees beginning 264' from DER, 262' right of centerline, 73' AGL/1352' MSL, Rwv 30, trees beginning 3428' from DER, 1378' left of centerline, up to 100' AGL/1394' MSL. Rwv 35, trees beginning 60' from DER, 104' left of centerline, up to 49' AGL/1328' MSL. Trees beginning 251' from DER, 97' right of centerline. 52'AGL/1331'MSL.

INTERNATIONAL FALLS. MN

FALLS INTL (INL)

AMDT 3 08101 (FAA)

NOTE: Rwy 4, Tree 392' from departure end of runway 311'left of centerline, 51'AGL/1231'MSL, Rwv 13. multiple trees beginning 1999' from departure end of runway, 773' left of centerline, up to 63' AGL/1233' MSL. Pole 1091, from departure end of runway, 703' right of centerline, 37' AGL/1207' MSL. Road 1005' from departure end of runway, 766' left of centerline, 15' AGL/ 1195' MSL. Rwy 22, Multiple trees beginning 433' from departure end of runway 273' left of centerline, up to 33' AGL/1213' MSL. Trees 1144' from departure end of runway 136' right of centerline, 28' AGL/1208' MSL. Rwv 31. Trees 968' from departue end of runway, 752' left of centerline, 56' AGL/1236' MSL.

 $\overline{f V}$ take-off minimums and (obstacle) departure procedures $\overline{f V}$

JACKSON MN

JACKSON MUNI (MJO) ORIG 08045 (FAA)

TAKE-OFF MINIMUMS: Rwys 4.22, NA-TURE

DEPARTURE PROCEDURE: Rwv 13, Climb heading

134° to 1900 before turning right

NOTES: Rwv 13. Trees beginning 1474' from departure

end of runway 556' left of centerline up to 80' AGL /1539' MSI Vehicle on road 258' from departure end of

618' left of centerline, 15' AGL/1446' MSL. Trees

runway, 559' from centerline, 15' AGL/1459' MSL. Rwy 31. Vehicle on road 465' from departure end of runway

beginning 1616' from departure end of runway, 580' right

of centerline up to 80' AGI /1519' MSI. Trees

beginning 1110' from departure end of runway, 429' left of centerline up to 80' AGL/1509' MSL

JAMESTOWN, ND JAMESTOWN RGNI (JMS)

AMDT 1 07242 (FAA)

NOTE: Rwv 22, antenna and tank beginning 2960' from departure end of runway, 1007' left of centerline, up to 150' AGL/1631' MSL. Rwv 31, multiple trees beginning 2129' from departure end of runway 47' right of centerline, up to 60' AGL/1560' MSL.

LITCHFIELD. MN

LITCHFIELD MUNI (LJF) DEPARTURE PROCEDURE: Rwvs 13.31, climb to 1800 on runway heading before proceeding on course.

LITTLE FALLS, MN

LITTLE FALLS/MORRISON COUNTY CHARLES A LINDBERGH FIFLD (LXL)

AMDT 3 96172 (FAA) TAKE-OFF MINIMUMS: Rwv 13. 300-1 or std. with a min_climb of 250' per NM to 1500_Rwv 36, 600-11/2 or

std. with a min. climb of 345' per NM to 1700. DEPARTURE PROCEDURE: Rwv 31, climb to 1700 before turning.

LONG PRAIRIE, MN

TODD FIELD (14Y) ORIG 08157 (FAA)

> NOTE: Rwv 16, tree 273' from departure end of runway. 310' right of centerline, 100' AGL/1436' MSL. Rwy 34, tree 70' from departure end of runway, 100' right of centerline, 100' AGL/1439' MSL, Tree 122' from departure end of runway, 105' left of centerline, 100' AGL/ 1436' MSL, Tree 18' from departure end of runway, 106' right of centerline, 100' AGL/1433' MSL.

MANKATO. MN

MANKATO RGNL (MKT)

ORIG 09267 (FAA) NOTE: Rwy 4, trees beginning 447' from DER, 408'

up to 1029' MSL.

right of centerline, up to 100' AGL/1078' MSL. Trees beginning 1996' from DER, 17' left of centerline, up to 100' AGL/1084' MSL. Rwy 15, trees beginning 1552' from DER, 719' left of centerline, up to 100' AGL/1088' MSL. Rwy 22, trees beginning 2370' from DER, 989' right of centerline, up to 100' AGL/1069' MSL. Rwy 33, trees beginning 2085' from DER, 780' right of centerline, up to 100' AGL/1077' MSL. Rising terrain 9' from DER, 65' right of centerline, up to 1029' MSL. Terrain beginning 82' from DER, 60' left of centerline,

MARSHALL, MN

SOUTHWEST MINNESOTA RGNI MARSHALL/ RYAN FIFI D (MMI)

ΔMDT 2 08101 (ΕΔΔ)

TAKE-OFF MINIMUMS: Rwv 20. Std. w/min. climb of 270' per NM to 2000, or 1000-3 for climb in visual.

DEPARTURE PROCEDURE: Rwy 20, for climb in

visual conditions, cross Marshall Airport at or above 2000 MSL before proceeding on course.

NOTE: Rwv 12. Pole 706' from departure end of runway.

671' right of centerline, 60' AGL/1212' MSL, pole 1580' from departure end of runway, 732' left of centerline, 70'

AGL/1225' MSL, antenna 1496' from departure end of runway, 620' right of centerline, 64' AGL/1219' MSL. pole 1185' from departure end of runway, 540' right of centerline, 55' AGL/1210' MSL, tree 3564' from

departure end of runway, 400' right of centerline, 110' AGL/1269' MSL, tree 2135' from departure end of runway, 113' left of centerline, 77' AGL/1232' MSL. Rwy 30. Vehicle on road 1' from departure end of runway. 435' left of centerline, 24' AGL/1200' MSL.

MILBANK. SD

MILBANK MUNI (1D1) ORIG 08101 (FAA)

TAKE-OFF MINIMUMS: Rwy 25, Std. w/a min. climb of 207' per NM to 1900, or 900-21/2 for climb in visual conditions

DEPARTURE PROCEDURE: Rwy 25, For climb in visual conditions cross Milbank Muni airport at or abov

e 1900 before proceeding on course. NOTE: Rwy 7, trees beginning 1207' from departure end of runway, 387' left of centerline, up to 100' AGL/1219' MSL. Vehicle on road 829' from departure end of runway, 373' right of centerline, 15' AGL/1134' MSL.

Building 322' from departure end of runway, 582' right of

centerline, 25' AGL/1134' MSL. Rwy 13, trees beginning 1448' from departure end of runway, 394' right of centerline, up to 100' AGL/1219' MSL, Vehicle on road 218' from departure end of runway, 490' left of centerline, 15' AGL/1134' MSL, Building 78' from departure end of runway, 397' left of centerline, 25' AGL/ 1134'MSL, Rwy 25, tree 3584' from departure end of

runway, 477' left of centerline, 100' AGL/1249' MSL. Rwy 31, tree 2992' from departure end of runway, 715' left of centerline, 100' AGL/ 1239' MSL.

MILLER, SD MILLER MUNI (MKA)

ORIG 08269 (FAA)

NOTE: Rwv 15, vehicle on road 769' from departure end of runway, 642' right of centerline, 15' AGL/1599' MSL. Snow removal equipment 206' from departure end of runway, 475' right of centerline, 21' AGL/1594' MSL. Tree 3903' from departure end of runway, 998' left of centerline, 100' AGL/1684' MSL, Rwv 33, vehicle on road 450' from departure end of runway, 560' left of centerline, 15' AGL/1584' MSL. Tree 762' from departure end of runway, 628' left of centerline, 100' AGL/1669'MSL.

09295



09295 MINNEAPOLIS, MN

ANOKA COUNTY-BLAINE AIRPORT (JANES FIELD) (ANE)

AMDT 4 07018 (FAA)

DEPARTURE PROCEDURE: Rwy 9, climb heading 089° to 2600 before turning right. Rwy 18, climb heading 179° to 2600 before turning left. Rwy 27, climb heading 269° to 1800 before proceeding southeast bound. Rwy 36, climb heading 359° to 1800 before proceeding southeast bound.

NOTE: Rwy 9, multiple trees 821' from departure end of runway, 619' right of centerline, up to 51' AGL/961' MSL. Tank 1.1 NM from departure end of runway, 1280' right of centerline, 170' AGL/1082' MSL. Rwy 27, multiple trees 559' from departure end of runway, 404' left of centerline, up to 50' AGL/946' MSL. Multiple trees 480' from departure end of runway, 394' right of centerline, up to 26' AGL/922' MSL. Rwy 36, multiple trees 191' from departure end of runway, 495' right of centerline, up to 78' AGL/971' MSL. Multiple trees 1456' from departure end of runway, 53' left of

CRYSTAL (MIC)

AMDT 2 81050 (FAA)

centerline, up to 59' AGL/958' MSL.

TAKE-OFF MINIMUMS: Rwys14L,14R,32L,32R, 300-1. Rwys24L,24R,300-1 or std. with a min. climb of 215' per NM to 1000. Rwys6L,6R,300-1 or std. with a min. climb of 285' per NM to 1000. DEPARTURE PROCEDURE: Rwys6L,6R,14L,14R, eastbound departures (050°-130°) climb runway

eastbound departures (050°-130°) climb runway heading to 2800 before turning.

FLYING CLOUD (FCM) AMDT 4 08157 (FAA)

NOTE: Rwv 10L, multiple antenna's on hangar's beginning 270' from departure end of runway, 330' left of centerline, up to 26' AGL/932' MSL. Tree 682' from departure end of runway, 668' right of centerline, 26 AGL/932' MSL. Rwy 10R, multiple obstruction light on poles beginning 287' from departure end of runway. 345' right of centerline, up to 36' AGL/939' MSL. Hangar 150' from departure end of runway, 422' right of centerline, 21' AGL/920' MSL. Antenna on building, 536' from departure end of runway, 263' right of centerline, 14' AGL/913' MSL. Rwy 18, multiple trees beginning 338' from departure end of runway, 166' left of centerline, up to 62' AGL/961' MSL. Obstruction light on fence 176' from departure end of runway, 127' left of centerline, 10' AGL/910' MSL. Vehicle and road 198' from departure end of runway, 196' left of centerline, 15' AGL/918' MSL, Floodlight 148' from departure end of runway, 374' right of centerline, 38' AGL/938' MSL. Obstruction light on hangar 282' from departure end of runway, 317' right of centerline, 37' AGL/937' MSL. Rwy 28R, Hangar 259' from departure end of runway, 355' right of centerline, 18' AGL/931' MSL. Rwy 36, wind vane 923' from departure end of runway, 404' left of centerline, 61' AGL/960' MSL. Vent on building 943' from departure end of runway, 295' left of centerline, 44' AGL/943' MSL. Pole 714' from departure end of runway, 351' left of centerline, 33' AGL/932' MSL. Multiple trees beginning 504' from departure end of runway, 324' right of centerline, up to 67' AGL/966' MSL.

MINNEAPOLIS-ST. PAUL INTL (WOLD CHAMBERLAIN) (MSP) AMDT 11 07130 (FAA)

TAKEOFF MINIMUMS: **Rwy 35**, std. with a min. climb of 219' per NM to 2100.

DEPARTURE PROCEDURE: **Rwy 4**, climb heading 043° to 2100 before turning left. **Rwy 30L**, climb heading 299° to 2100 before turning right. **Rwy 30R**, climb heading 299° to 2100 before turning right. **Rwy 35**, climb via heading 348° to 2100 before turning left.

Rwy 35, climb via heading 348° to 2100 before turning left.

NOTE: Rwy 4, multiple trees beginning 800' from departure endof runway, 264' left of centerline, up to 75' AGL/921' MSL. Rod on building 2528' from departure endof runway, 1175' left of centerline, 78' AGL/922'

MSL. Fence 803' from departure end of runway, 585' left of centerline, 15' AGL/860' MSL. Antenna on OL building 456' from departure end of runway, 319' left of centerline, 13' AGL/850' MSL. Light poles 1932' from departure end of runway, 718' left of centerline, 45'

centerline, 13' AGL/850' MSL, Light poles 1932' from departure end of runway, 718' left of centerline, 45' AGI /885 MSI Stack 4535 from departure end of runway, 481' left of centerline, 139' AGL/949' MSL, Rwy 12R, multiple trees beginning 1477' from departure end of runway, 407' left of centerline, up to 86' AGL/851' MSL. Multiple trees beginning 1426' from departure end of runway 124' right of centerline, up to 111' AGL/ 847' MSL. Light pole 1408' from departure end of runway, 746' right of centerline, 85' AGL/843' MSL. Radar RFLTR 983' from departure end of runway, 32' left of centerline, 15' AGL/829' MSL. Pipe on building. 826' from departure end of runway 576' left of centerline, 10' AGL/825' MSL. Obstruction light on localizer 766' from departure end of runway, on centerline, 7'AGL/821'MSL, Rwy 17, antenna 1272' from departure end of runway, 562' right of centerline. 57' AGI /891' MSI Pole 409' from departure end of runway, 530' right of centerline, 29' AGL/866' MSL. WDI on building 2619' from departure end of runway. 881' left of centerline, 97' AGL/918' MSL, Building 2619' from departure end of runway, 859' left of centerline 84' AGL/905' MSL Light 1176' from departure end of runway, 291' right of centerline, 11' AGL/875' MSL. Tree 2619' from departure end of runway, on centerline, 79' AGL/900' MSL. Rwy 22, tree 2906' from departure end of runway, 833' right of centerline, 94' AGL/934' MSL, Hopper 1717' from departure end of runway, 456' left of centerline, 48' AGL/888' MSL. Rwv 30L, multiple trees beginning 1113' from departure end of runway, 701' left of centerline, up to 80' AGL/919' MSL. Tree 1230' from departure end of runway, 633' right of centerline, 30' AGL/877' MSL. Ground 28' from departure end of runway, 490' right of centerline, 0' AGL/844' MSL. Rwy 30R, building 1056' from departure end of runway. 198' left of centerline, 13' AGL/853' MSL, Multiple trees beginning 3010' from departure end of runway. 334' left of centerline, up to 94' AGL/940' MSL. Light pole 1849' from departure end of runway, 698' right of centerline, 17' AGL/871' MSL. Fence 1327' from departure end of runway, 667' right of centerline, 8'

departure end of runway, 47' right of centerline, 38' AGL/898' MSL. Rwy 35, tree 175' from departure end of runway, 398' right of centerline, 73' AGL/883' MSL. Multiple trees beginning 1989' from departure end of runway, 351' left of centerline, up to 65' AGL/902' MSL. Multiple buildings beginning 5.45 NM from departure end of runway, 1787' left of centerline, up to 811' AGL/1743' MSL.

AGL/857' MSL. Tree 3703' from departure end of

centerline, 67' AGL/914' MSL, Rod on pole 3143' from

runway, 350' right of

MINOT, ND

MINOTINTI (MOT)

AMDT 3 06103 (FAA)

TAKE-OFF MINIMUMS: Rwv 26, 300-1% or std. with a min_climb of 219' per NM to 2000

DEPARTURE PROCEDURE: Rwv 13, climb via heading 128° to 2200 before turning right Rwy 26. climb via heading 260° to 2300 before turning left.

NOTE: Rwv 8. tree 1801' from departure end of runway. 292' left of centerline, 56' AGL /1714' MSL. Tree 1459' from departure end of runway, 528' left of centerline, 47' AGL/1705 MSL. Rwv 26. tree 1750 from departure end of runway, 618' right of centerline, 71' AGL/1786' MSL. Tree 1829' from departure end of runway, 376' left of centerline, 65' AGL/1780' MSL, Light pole 1110' from departure end of runway, 610' left of centerline, 44' AGL/1759' MSL. Tank 1.1 NM from departure end of runway, 1810' right of centerline, 184' AGL/1899' MSL. Tree 1782' from departure end of runway, 273' right of centerline 49' AGL/1764' MSL Light pole 1294' from departure end of runway, 452' right of centerline, 29' AGL/1751 MSL. Tree 2019 from departure end of runway, 393' right of centerline, 54' AGL/1769' MSL. Building 1431' from departure end of runway, 301' right of centerline, 38' AGL/1753' MSL, Light pole 1418' from departure end of runway, 23' right of centerline. 36' AGL/1751' MSL

MITCHELL. SD

MITCHELL MUNI (MHE)

AMDT 1 86240 (FAA)

DEPARTURE PROCEDURE: Rwvs 12.17, climb to 1800 before turning.

MOBRIDGE, SD

MOBRIDGE MUNI(MBG)

ORIG 88154 (FAA)

TAKE-OFF MINIMUMS: RWY 35, 300-1.

DEPARTURE PROCEDURE: Rwys 12, 17, 30, 35, climb runway heading to 2500 before turning on course.

MONTEVIDEO, MN

MONTEVIDEO-CHIPPEWA COUNTY (MVE)

TAKE-OFF MINIMUMS: Rwv 21, 400-11/2. DEPARTURE PROCEDURE: Rwv 14. climb runwav

heading to 1500 before turning.

MOOSE LAKE, MN

MOOSE LAKE CARLTON COUNTY (MZH) ORIG 94006 (FAA)

TAKE-OFF MINIMUMS: Rwvs 4.22.300-1.

MORRIS. MN

MORRIS MUNI-CHARLIE SCHMIDT FLD

ORIG 08045 (FAA)

TAKE-OFF MINIMUMS: Rwys 4, 22, NA-

Environmental.

NOTE: Rwv 32. Trees 2888' from departure end of runway, 1125' left of centerline, 100' AGL/1209' MSL.

OAKES ND

OAKES MUNI (2D5)

ORIG 97142 (FAA)

TAKE-OFF MINIMUMS: Rwv 30, 300-1 or std. with a min, climb of 260' per NM to 1700.

OLIVIA. MN

OLIVIA RGNL (OVL)

AMDT 1 86044 (FAA)

TAKE-OFF MINIMUMS: Rwv 11, 300-1

ORR. MN

ORR RGNI (ORB)

AMDT 1 80136 (FAA)

TAKE-OFF MINIMUMS: Rwv 13, 500-2 or std. with a min_climb of 260' per NM to 1900

ORTONVILLE. MN

ORTONVILLE MUNI-MARTINSON FIELD (\/\/\)

ORIG 81274 (FAA)

TAKE-OFF MINIMUMS: Rwy 16, 300-1 or std. with a min, climb of 210' per NM to 1300.

OWATONNA, MN

OWATONNA DEGNER RGNI (OWA)

AMDT 2 97030 (FAA)

DEPARTURE PROCEDURE: Rwv 12, climb runwav heading to 1500 before turning on course.

PEMBINA, ND

PEMBINA MUNI (PMB)

ORIG 85325 (FAA)

DEPARTURE PROCEDURE: Rwy 33, climb runway heading 3200 before turning left.

PERHAM, MN

PERHAM MUNI (16D)

ORIG 98113 (FAA)

TAKE-OFF MINIMUMS: Rwy 12, 500-2 or std. with a min. climb of 210' per NM to 2000. Rwy 30, 400-1 or std. with a min. climb of 270' per NM to 1800.

DEPARTURE PROCEDURE: Rwy 12, climb runway heading to 2000 before proceeding on course. Rwy 30, climb runway heading to 1800 before proceeding on course.

PIERRE.SD

PIERRE RGNL (PIR)

AMDT 2 85115 (FAA)

TAKE-OFF MINIMUMS: Rwy 25, 300-1.

PINE RIDGE, SD

PINE RIDGE (IEN)

ORIG 97226 (FAA)

TAKE-OFF MINIMUMS: Rwv 12, 300-1 or std, with a min. climb of 350' per NM to 3600. Rwy 24, 300-1 or std. with a min. climb of 220' per NM to 3500. Rwy 30, 300-1 or std. with a min. climb of 300' per NM to 3600.



PIPESTONE. MN

PIPESTONE MUNI (PON)

ORIG 08045 (FAA)

TAKE-OFF MINIMUMS: Rwvs 9.27, NA-Environmental. NOTE: Rwv 18. Trees beginning 3811' from departure end of runway, 854' right of centerline, up to 100' AGL/ 1859' MSI

PRESTON MN

FILLMORE COUNTY (FKA) ORIG 98113 (FAA)

TAKE-OFF MINIMUMS: Rwvs 11.29.300-1.

PRINCETON, MN

PRINCETON MUNI (PNM)

AMDT 1 05132 (FAA)

NOTE: Rwv 15. trees 982' from departure end of runway. 335' right of centerline, 50' AGL/1029' MSL. Trees 1449' from departure end of runway, 387' left of centerline, 50' AGL/1029' MSL, Rwy 33, barn 1159' from departure end of runway, 780' right of centerline, 50' AGL/1139'MSL, multiple trees, terrain, and road beginning 36' from departure end of runway, 84' right of centerline, up to 50' AGL/1045' MSL.

RAPID CITY, SD

RAPID CITY RGNL (RAP) AMDT 6 07130 (FAA)

DEPARTURE PROCEDURE: Rwv 5, climb on heading between 255° clockwise to 210° from departure end of runway, or min, climb of 240' per NM to 8800 for all other courses. Rwy 14, climb on heading between 325° clockwise to 210° from departure end of runway, or min. climb of 245' per NM to 8900 for all other courses. Rwy 23, climb on heading between 210° counter clockwise to 055° from departure end of runway, or min, climb of 268' per NM to 8900 for all other courses. Rwy 32, climb on heading between 255° clockwise to 140° from departure end of runway, or min. climb of 242' per NM to 8800 for all other courses.

NOTE: Rwv 5, fence 133' from departure end of runway. 249' left of centerline, 10' AGL/3215' MSL. Rwy 23, hangar 201' from departure end of runway, 299' left of centerline, 24' AGL/3193' MSL. Fence 334' from departure end of runway, 256' right of centerline, 10' AGL/3184' MSL. Rwy 32, obstruction light 662' from departure end of runway, 243' left of centerline, 54' AGL/ 3213' MSL. Fence 1002' from departure end of runway. 751' right of centerline, 10' AGL/3233' MSL. Tower 1.9 NM from departure end of runway, 3503' right of centerline, 152' AGL/3520' MSL.

RAY S. MILLER AAF (KRYM)

CAMP RIPLEY, MN AMDT 2, 09155 TAKE-OFF OBSTACLES: Rwy 13, Terrain 1270' MSL, 73' from DER, 8' left and right of centerline. Vehicle 15' AGL/1180' MSL, 765' from DER, 638' left of centerline. Rwy 31, Terrain 1273' MSL, 54' from DER, 9' left and right of centerline. Trees 64' AGL/1282' MSL, 798' from DER, 325' left and right of centerline.

RED WING MN

RED WING RGNL (RGK)

AMDT 1 01137 (FAA)

DEPARTURE PROCEDURE: Rwv 9, 700-4 or std. with a min_climb of 270' per NM to 1700

REDWOOD FALLS, MN

REDWOOD FALLS MUNI (RWF)

ORIG 09071 (FAA)

TAKE-OFF MINIMUMS: Rwys 5, 23, NA-Environmental. NOTE: Rwy 12, numerous buildings beginning 388' from DER, 376' right of centerline, up to 13' AGL/1052' MSL. Numerous fences beginning 6' from DER 329' right of centerline up to 13' AGL/1052' MSL Tree 62' from DER 444' left of centerline, 11' AGL/1040' MSL. Rwv 30. multiple trees beginning 865' from DER 401' right of centerline, up to 100' AGL/1119' MSL. Vehicle on road 128' from DER 306' right of centerline 15' AGI /1027'

ROCHESTER.MN

ROCHESTER INTL (RST)

ORIG 09015 (FAA)

NOTE: Rwv 2, road 73' from departure end of runway. 385' right of centerline, 10' AGL/1292' MSL, Tree 4377' from departure end of runway, 1132' right of centerline, 100' AGL/1399' MSL. Road 268' from departure end of runway, 366' right of centerline, 10' AGL/1290' MSL. Rwy 13, tree 1498' from departure end of runway, 840' right of centerline, 44' AGL/1348' MSL, Rwy 20, pole 259' from departure end of runway, 407' right of centerilne, 23' AGL/1338' MSL, Roads beginning 1' from departure end of runway, 231' right of centerline, up to 10' AGL/1327' MSL. Rwv 31. tree 4760' from departure end of runway, 1103' left of centerline, 100' AGL/1389' MSI

ROSEAU. MN

ROSEAU MUNI-RUDY BILLBERG FIELD (ROX) ORIG 07242 (FAA)

NOTE: Rwv 16. building 258' from departure end of runway, 505' right of centerline, 24' AGL/1078' MSL. Tree 1582' from departure end of runway, 337' left of centerline, 47' AGL/1101' MSL. Rwy 34, truck on road 41' from departure end of runway, 511' left of centerline, 15'AGL/1069'MSL.

RUSHFORD.MN

RUSHFORD MUNI (55Y)

AMDT 1 96228 (FAA)

TAKE-OFF MINIMUMS: Rwv 34, 300-1 or std. with a min, climb of 300' per NM to 1500.

DEPARTURE PROCEDURE: Rwy 16, climb runway heading to 1700 before turning eastbound.



09295

ST. CLOUD, MN

ST. CLOUD RGNL (STC)

ORIG 09239 (FAA)

TAKE-OFF MINIMÚMS: **Rwy 5**, 300-1½ or std. w/min. climb of 201′ per NM to 1300 or alternatively, with standard take-off minimums and a normal 200′/NM climb gradient, take-off must occur no later than 1100′ prior to DER.

NOTE: Rwy 5, tower 6201' from DER, 1416' left of centerline, 149' AGL/1179' MSL. Multiple trees beginning 17' from DER, 373' right of centerline, up to 59' AGL/1081' MSL. Multiple trees beginning 1752' from DER, 56' left of centerline, up to 80' AGL/1102' MSL. Rwy 13, tree 1654' from DER, 884' right of centerline, 61' AGL/1078' MSL. Tree 1265' from DER, 794' left of centerline, 42' AGL/1059' MSL. Rwy 23, trees 2109' from DER, 29' right of centerline, up to 61' AGL/1082' MSL. Trees 1725' from DER, 93' left of centerline, up to 55' AGL/1076' MSL. Fence 74' from DER, 216' left of centerline, 2' AGL, 1023' MSL. Rwy 31, terrain beginning 29' from DER, 50' right of centerline, up to 1083' MSL. Terrain beginning 107' from DER, 7' left of centerline, up to 1060' MSL.

ST. JAMES, MN

ST. JAMES MUNI (JYG) ORIG 94342 (FAA)

DEPARTURE PROCEDURE: **Rwy 15**, climb to 1900 before turning eastbound.

ST. PAUL MN

LAKE ELMO (21D)

ORIG 80318 (FAA)

TAKE-OFF MINIMUMS: **Rwy 22**, 300-1 or std. with a min. climb of 225' per NM to 1100.

ST. PAUL DOWNTOWN HOLMAN FIELD (STP)

TAKE-OFF MINIMUMS: Rwy 9, std. w/min. climb of 346' per NMto 1500. Rwy 13, std. w/min. climb of 266' per NMto 1500. Rwy 14, std. w/min. climb of 216' per NMto 1500. Rwy 27, std. w/min. climb of 436' per NMto 1500. Rwy 31, NA - obstacles. Rwy 32, std. w/min. climb of 340' per NMto 3000.

DEPÂRTURE PROCEDURE: Rwy 9, climb heading 088° to 1500 before proceeding on course. Rwy 13, climb heading 125° to 1500 before proceeding on course. Rwy 14, climb heading 143° to 1500 before proceeding on course. Rwy 27, climb heading 268° to 1700 before proceeding on course. Rwy 32, climb heading 323° to 1300 before proceeding on course.

NOTE: Rwy 9, multiple trees beginning 1265' from departure end of runway, 167' right of centerline, up to 75' AGL/1055' MSL. Multiple trees beginning 1.1 NM from departure end of runway, 124' left of centerline, up to 100' AGL/1099' MSL. Obstruction light tank 1571' from departure end of runway, 771' right of centerline, 50' AGL/81' MSL. Multiple crane 1163' from departure end of runway, 123' left of centerline, 50' AGL/758' MSL. Rwy 13, Obstruction light stack 2695' from departure end of runway, 842' right of centerline, 50' AGL/820' MSL. Tree 1563' from departure end of runway, 25' right of centerline, 61' AGL/748' MSL. Multiple trees beginning 1004' from departure end of runway, 607' left of centerline, 50' AGL/767' MSL. Tower 1,725' from

ST. PAUL DOWNTOWN HOLMAN FIELD (STP) (CON'T)

departure end of runway, 930' left of centerline, 47' AGL/ 753' MSI Vent on building 3029' from departure end of runway, 629' right of centerline, 10' AGL/783' MSL. Multiple bushes beginning 194' from departure end of runway 88' left of centerline 7'AGL/712' MSL Stack 1.879' from departure end of runway, 25' left of centerline 51'AGI /751'MSI Rwv14 multiple trees beginning 805' from departure end of runway, 2' right of centerline, up to 112' AGL/811' MSL, Multiple trees beginning 1205' from departure end of runway 64' left of centerline, up to 80' AGL/770' MSL, Poles 2810' from departure end of runway 715' right of centerline, 91' AGL/778' MSL. Rwy 27, multiple trees beginning 803' from departure end of runway, 122' left of centerline, up to 100' AGL/994' MSL. Tree 783' from departure end of runway, 105' right of centerline, 25' AGL/725' MSL. Obstruction light antenna 996' from departure end of runway, 304' right of centerline, 67' AGL/767' MSL. Light pole 1328' from departure end of runway, 222' left of centerline 50' AGL /747' MSL Building 2049' from departure end of runway, 837' right of centerline, 57' AGI /761 MSI Flaggole 2333 from departure end of runway, 199' left of centerline, 78' AGL/778' MSL, Stack 1.8 NM from departure end of runway, 635' left of centerline 569'AGI /1279'MSI

Rwv 32, road and vehicle 211' from departure end of runway, 482' left of centerline, 17' AGL/717' MSL. Railroad beginning 369' from departure end of runway. 329' left of centerline, up to 23' AGL/727' MSL, Pipe on DMF 383' from departure end of runway 269' right of centerline, 17' AGL/722' MSL, Tree 1152' from departure end of runway, 209' left of centerline, 44' AGL/744' MSL. Tree 1685' from departure end of runway, 277' right of centerline, 75' AGL/770' MSL. Sign 5668' from departure end of runway 1924' left of centerline, 86' AGL/874' MSL, Trees 5614' from departure end of runway, 1796' right of centerline, 100' AGL/939' MSL. Building 5779' from departure end of runway, 1733' right of centerline, 72' AGL/910' MSL. Pole 1.0 NM from departure end of runway, 1835' right of centerline, 157' AGL/973' MSL, Building 1,1 NM from departure end of runway, 2170' left of centerline. 122' AGL/886' MSL. Multiple buildings beginning 1.1 NM from departure end of runway, 378' left of centerline, up to 142' AGL/918' MSL

SILVER BAY, MN

SILVER BAY MUNI (BFW) ORIG 93035 (FAA)

TAKE-OFF MINIMUMS: Rwys 7, 25, 300-1.



SIOUX FALLS, SD

JOE FOSS FIELD (FSD)

AMDT 7 07242 (FAA)

TAKE-OFF MINIMUMS: Rwv 15, 200-1 or std. w/min. climb of 404' per NM to 1700. Rwv 33, 200-11/4 or std. w/min_climb of 343' per NM to 1700

DEPARTURE PROCEDURE: Rwv 3, climb heading 030° to 2300 before turning eastbound, Rwv 9, climb heading 098° to 2000, then left turn direct FSD VORTAC, Rwy 15, climb heading 150° to 2000, then right turn direct FSD VORTAC, Rwv 21, climb heading 210° to 2200 before turning eastbound. Rwy 27, climb heading 278° to 2100 before turning eastbound, Rwv 33. climb heading 330° to 2200 before turning eastbound.

NOTE: Rwv 9. antenna 2238' from departure end of runway, 919' right of centerline, 87' AGL/1506' MSL. Pole 1256' from departure end of runway, 23' left of centerline 43' AGI /1464' MSI Windsock 331' from departure end of runway, 582' right of centerline, 14' AGL/1433 MSL. Rwv 15, antenna 3056 from departure end of runway, 983' left of centerline 117' AGL/1576' MSL. Multiple trees beginning 1211' from departure end of runway, 471' left of centerline, up to 38' AGL/1477' MSL. Tower 3102' from departure end of runway, 972' left of centerline, 61' AGL/1520' MSL, Trees and pole beginning 1746' from departure end of runway, 316' right of centerline, up to 87' AGL/1516' MSL. Rwv 21. multiple trees beginning 428' from departure end of runway, 522' right of centerline, up to 75' AGL/1497' MSL, Rwv 27, multiple trees beginning 2528' from departure end of runway, 1027' left of centerline, up to 100' AGL/1509' MSL. Rwy 33, 2 lighted radio towers 3639' from departure end of runway, 894' left of centerline, 88' AGL/1585' MSL, multiple trees beginning 5370' from departure end of runway, 891' left of centerline, up to 175' AGL/1603' MSL, pole 5724' from departure end of runway, 1701' left of centerline, 45' AGI /1594'MSI

SPEARFISH.SD

BLACK HILLS-CLYDE ICE FIELD (SPF)

TAKE-OFF MINIMUMS: Rwvs 3. 8. 21. 35. 700-2 (NA at night.). Rwy 13, 900-2 or std. with a min. climb of 300' per NM to 5400. Rwy 17, NA. Rwys 26, 31, 700-2 or std. with a min. climb of 370' per NM to 4700.

DEPARTURE PROCEDURE: Rwys 3, 8, turn left. Climb to 6500, intercept the 046° bearing outbound from SPF NDB. Thence... Rwy 13, climb runway heading to 4300, then climbing left turn to 6500 via heading 360° to intercept the 046° bearing outbound from SPF NDB. Thence... Rwys 21, 35, turn right. Climb to 6500 intercept the 046° bearing outbound from SPF NDB. Thence... Rwy 26, climbing right turn to 6500 via heading 330°, intercept the 297° bearing outbound from SPF NDB. Thence... Rwy 31, after take-off, intercept 297° bearing outbound from SPF NDB. Climb to 6500. Thence... THENCE... Continue climb to enroute MEA's before proceeding on course.

STAPLES, MN

STAPLES MUNI (SAZ) AMDT 2 87211 (FAA) TAKE-OFF MINIMUMS: Rwy 14, 400-2.

STURGIS, SD

STURGIS MUNI (49R)

ORIG 96284 (FAA)

DEPARTURE PROCEDURE: Rwv 11. climb runwav heading to 6000, then direct RAP VORTAC. Rwy 29, climb runway heading to 5000, then climbing right turn to 6000 direct RAP VORTAC.

THIEF RIVER FALLS, MN

THIEF RIVER FALLS RGNL (TVF)

ORIG 09071 (FAA)

NOTE: Rwv 3. trees beginning 3058' from DER, 678' right of centerline, up to 100' AGL/1229' MSL. Rwv 13. trees beginning 565' from DER, 372' left of centerline. up to 100' AGL/1214' MSL. Trees beginning 1337' from DER, 531' right of centerline, up to 100' AGL/ 1209' MSL. Rwv 21. trees beginning 214' from DER. 544' right of centerline, up to 100' AGL/1204' MSL. Trees beginning 2185' from DER, 33' left of centerline. up to 100' AGL/1209' MSL. Rwv 31, trees beginning 126' from DER, 410' right of centerline, up to 100' AGL/1214' MSL. Trees beginning 199' from DER, 413' left of centerline, up to 100' AGL/1209' MSL. Trees beginning 1204' from DER, 449' right of centerline, up to 100' AGL/1199' MSL. Trees beginning 1579' from DER, 495' left of centerline, up to 100' AGL/1214' MSL.

TIOGA, ND

TIOGA MUNI (D60) ORIG 09239 (FAA)

> TAKE-OFF MINIMUMS: Rwvs 3. 21. NA-Environmental.

NOTE: Rwv 12, vehicle on road 1243' from DER 78' left of centerline, 15' AGL/2304' MSL, Vehicle on road. tree and pole beginning 618' from DER, 50' right of centerline, up to 100' AGL/2419' MSL, Ground 21' from DER, 481' right of centerline, 2272' MSL, Rwv 30. vehicle on road 1' from DER, 144' left of centerline, 15' AGL/2256' MSL.

TOWER. MN

TOWER MUNI (12D)

ORIG 09127 (FAA)

TAKE-OFF MINIMUMS: Rwv 8. NA - Obstacles. NOTE: Rwy 26, tree 2315' from DER, 700' right of centerline, 100' AGL/1479' MSL.

VERMILLION, SD

HAROLD DAVIDSON FIELD (VMR)

AMDT 1 09239 (FAA)

NOTE: Rwy 12, road 1' from DER, 200' right of centerline, up to 15' AGL/1156' MSL. Multiple trees beginning 541' from DER, 366' right of centerline, up to 62' AGL/1202' MSL. Rwy 30, road 79' from DER 342' left of centerline 15' AGL/1155' MSL. Road 200' from DER, 450' right of centerline, 15' AGL/1160' MSL. Fence 199' from DER, 347' left of centerline, 6' AGL/1150'MSL.

WAHPETON, ND

HARRY STERN (BWP) ORIG 93259 (FAA)

TAKE-OFF MINIMUMS: Rwy 3, 300-1.



WARREN MN

WARREN MUNI (D37)

ORIG 02108 (FAA)

DEPARTURE PROCEDURE: Rwv 30, climb runway heading to 1400 before turning on course

WARROAD MN

WARROAD INTI MEMORIAI (RRT)

ORIG 08101 (FAA)

TAKE-OFF MINIMUMS: Rwvs 4, 22, NA-Environmental

WASECA. MN

WASECA MUNI (ACQ)

ORIG 09015 (FAA)

NOTE: Rwy 15, tree 560' from departure end of runway 560' right of centerline 100' AGI /1239' MSL. Terrain beginning 172' from departure end of runway, on centerline, up to 1149' MSL, Rwy 33. tree 5042' from departure end of runway, 1533' right of centerline, 100' AGL/1259' MSL.

WATERTOWN, SD

WATERTOWN RGNL (ATY)

ORIG 07242 (FAA)

NOTE: Rwv 12, tree 2015 from departure end of runway, 328' right of centerline, 100' AGL/1783' MSL. Rwv 30, trees 2149' from departure end of runway, 10' right of centerline, 51' AGL/1810' MSL. Tree 2200' from departure end of runway 441' left of centerline, 70' AGL/1810' MSL. Tree 2082' from departure end of runway, 121' right of centerline, 55' AGI /1806' MSI

WATFORD CITY, ND

WATFORD CITY MUNI (\$25)

ORIG 98225 (FAA)

TAKE-OFF MINIMUMS: Rwv 30, 400-1 or std, with a min, climb of 340' per NM to 2600, Rwv 12, 300-1 or std. with a min climb of 300' per NM to 2600.

WHEATON. MN

WHEATON MUNI (ETH)

AMDT 1 92177 (FAA)

TAKE-OFF MINIMUMS: Rwv 16, 300-1, Rwvs 4, 22. NA.

WILLISTON, ND

SLOULIN FIELD INTL (ISN)

AMDT 3 00251 (FAA)

TAKE-OFF MINIMUMS: Rwy 29, 300-1 or std. with a min. climb of 270' per NM to 2300.

DEPARTURE PROCEDURE: Rwv 20. climb runwav heading to 2300 before turning westbound.

WILLMAR. MN

WILLMAR MUNIL IOHN L. RICE FIELD (RDH)

ORIG 06327 (FAA)

NOTE: Rwv 31, tree 1338 from departure end of runway, 740' left of centerline, 67' AGL/1193' MSI

WINNER SD

WINNER RGNI (ICR) AMDT 3 09127 (FAA)

> TAKE-OFF MINIMUMS: Rwys 3, 21, NA-Environmental

WINONA, MN

WINONA MUNI-MAX CONRAD FIELD (ONA)

AMDT 3 96228 (FAA)

TAKE-OFF MINIMUMS: Rwv 12, 300-1 or std. with a min, climb of 320' per NM to 800, Rwy 17. 600-1 or std with a min_climb of 500' per NM to 1300, Rwy 30, 500-1 or std. with a min. climb of 500' per NM to 1200, Rwy 35, 700-1 or std. with a min. climb of 390' per NM to 1500.

DEPARTURE PROCEDURE: Rwv 12. climb to 1900 via ONA R-110 before turning Rwys 17. 30, 35, climb runway heading to 1900 before turnina.

WORTHINGTON, MN

WORTHINGTON MUNI (OTG)

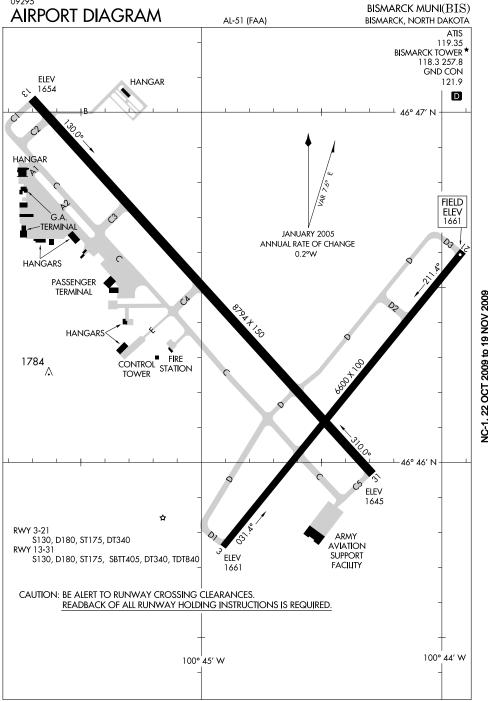
AMDT 2 88154 (FAA)

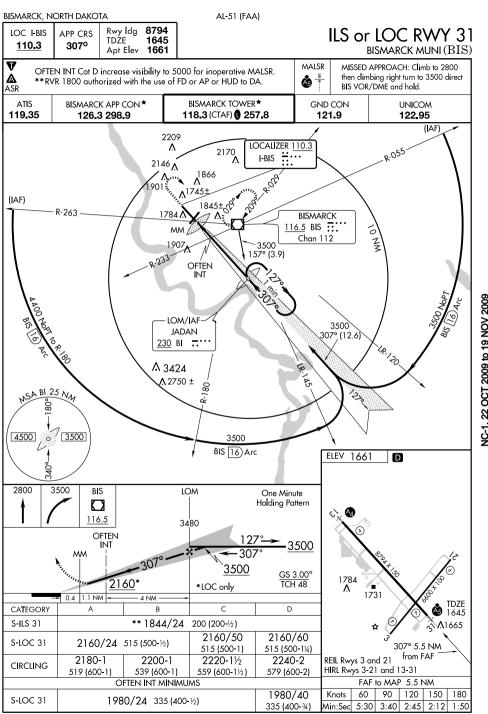
TAKE-OFF MINIMUMS: Rwv 17, 300-1. DEPARTURE PROCEDURE: Rwvs 11.17.29. 35, when weather is below 800-1 climb runway heading to 2400 before turning.

YANKTON.SD

CHAN GURNEY MUNI (YKN) AMDT 2 85003 (FAA)

TAKE-OFF MINIMUMS: Rwy 31, 300-1. DEPARTURE PROCEDURE: Rwvs 1.13.19. 31, climb runway heading to 2400 before turning.





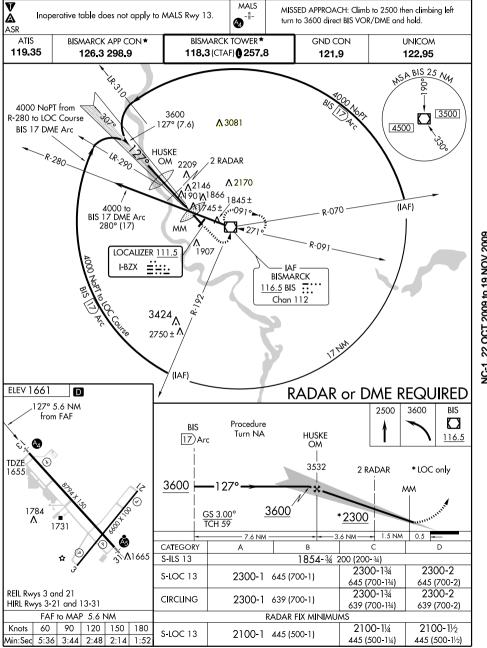
 BISMARCK, NORTH DAKOTA

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 APP CRS
 Rwy Idg
 8794

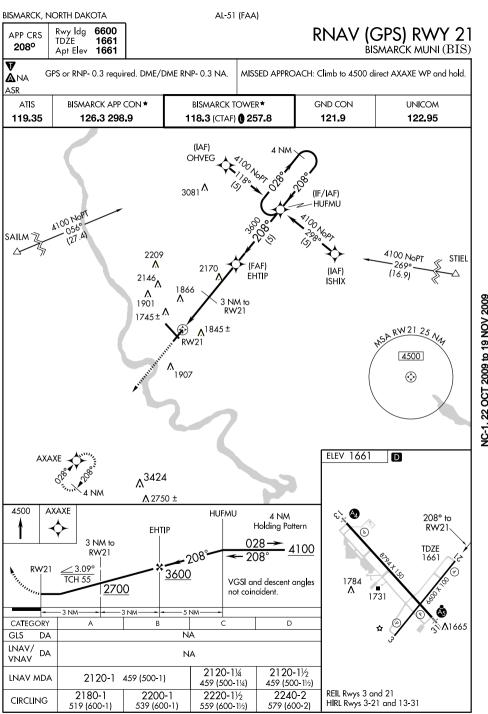
 111.5
 127°
 TDZE
 1655

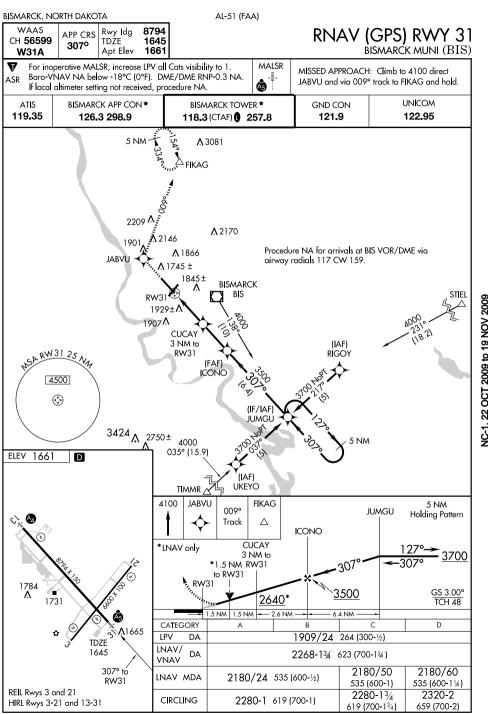
 Apt Elev
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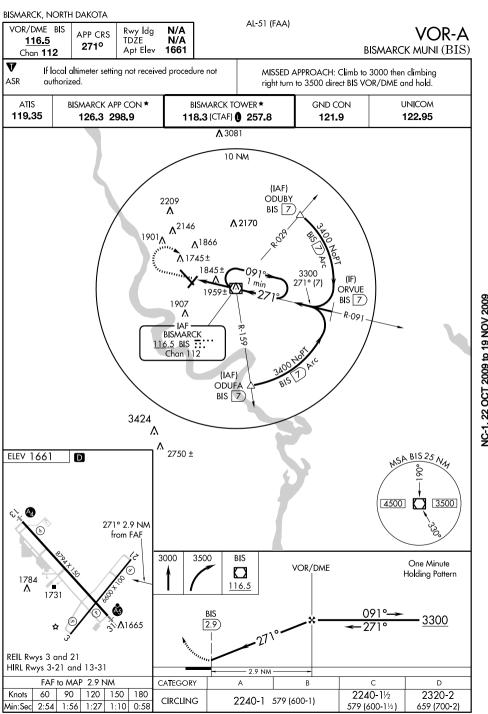
ILS RWY 13 BISMARCK MUNI(BIS)

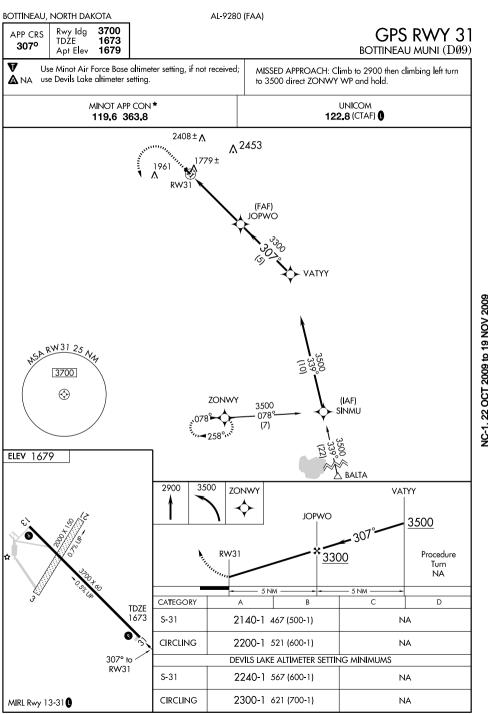


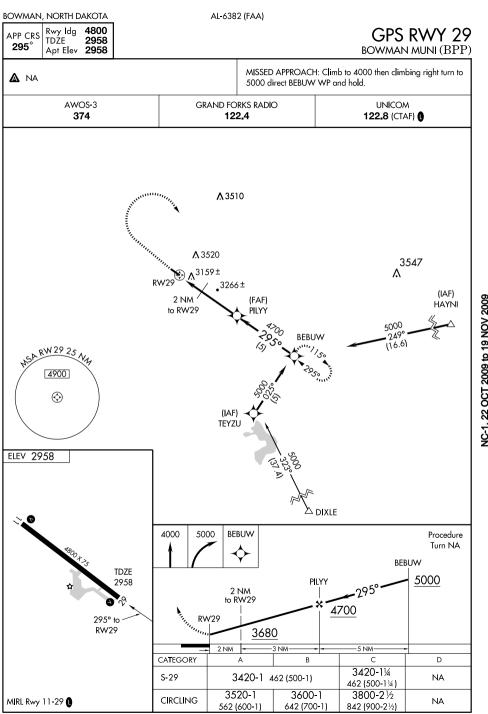
BISMARCK, NO	PRTH DAKOTA	AL-51 (FA	A)				
WAAS CH 63099 W03A	APP CRS	1		RNAV	(GPS) RWY 3 BISMARCK MUNI (BIS)		
A CD Baro-	al altimeter setting not received VNAV NA below -18°C (0°F). 'DME RNP-0.3 NA.	procedure NA.	MISSED AF		Climb to 4500 direct HUFMU		
ATIS	BISMARCK APP CON★	BISMARCK TOW		GND CON	UNICOM		
119.35	126.3 298.9	118.3 (CTAF) (257.8	121.9	122,95		
SAILM	(IAF) ZOPTU VISTO (IF/IAF) AXAXE	UPERE 3.5 NM to RW03 _ (FAF) JEBIR	A190 A3424 A2750 ± (IAF) ★ OHROR	∧1845± №03	HUFMU HUFMU ASA RW03 25 Mag 4500 ©	NO.1 22 CCT 2000 to 10 NOV 2000	
Holding Patter		JEBIR UPERE	4500 HUI	> C			
4500	028° → 028°	3.5 NM to 1 RW03 *1	*LNAV .2 NM to RW03 RW03	1784			
GS 3.00° TCH 48	3700	2820 	nu mur	^	1731		
CA T EGORY LPV DA	A B	Ċ	D	0000	☆ Ø 3. Λ1665		
LNAV/ DA		11-¾ 250 (300-¾) 64-2 603 (700-2)		028° to RW03	1661		
LNAV MDA	2080-1 419 (500-1		419 (500-11/4	\rightarrow			
CIRCLING	2240-2 5		2320- 659 (700-	2 /	REIL Rwys 3 and 21 HIRL Rwys 3-21 and 13-31		

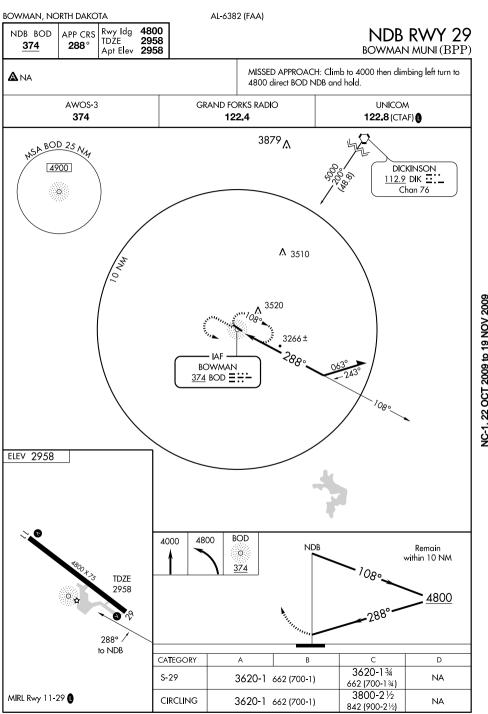


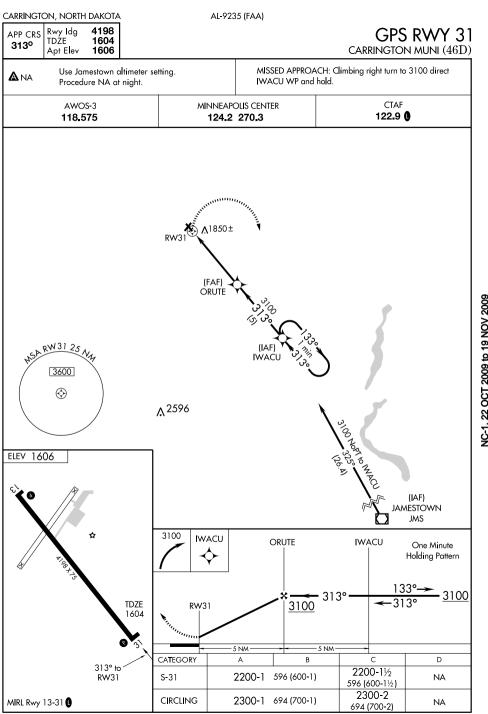


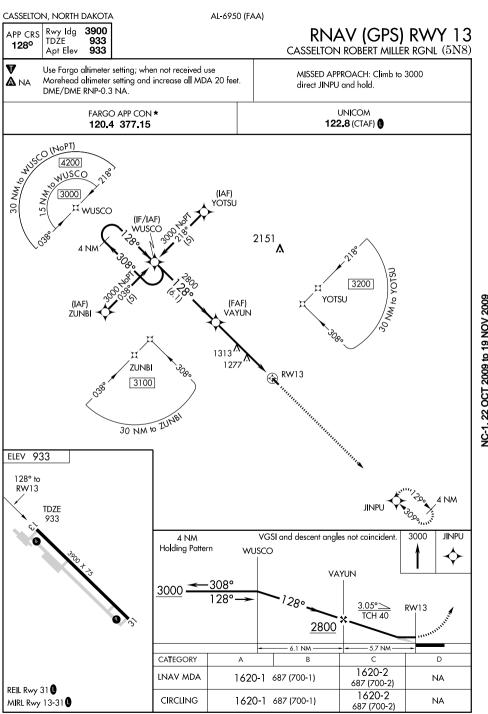


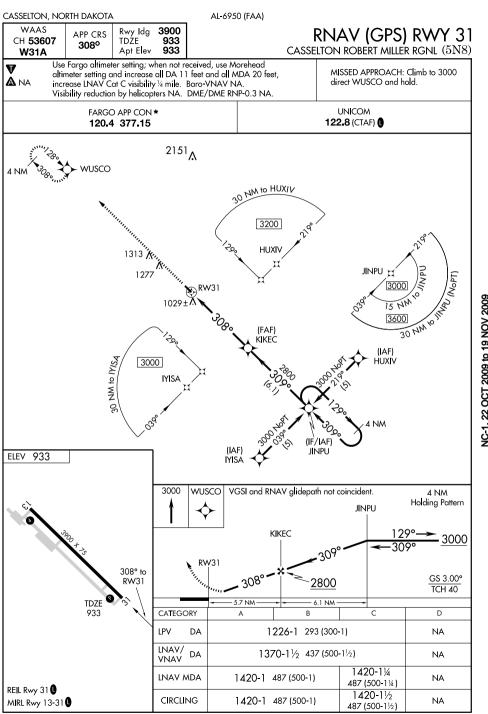


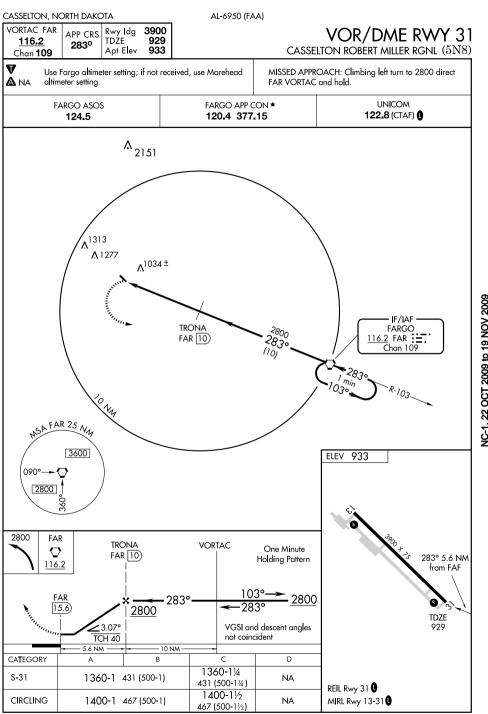


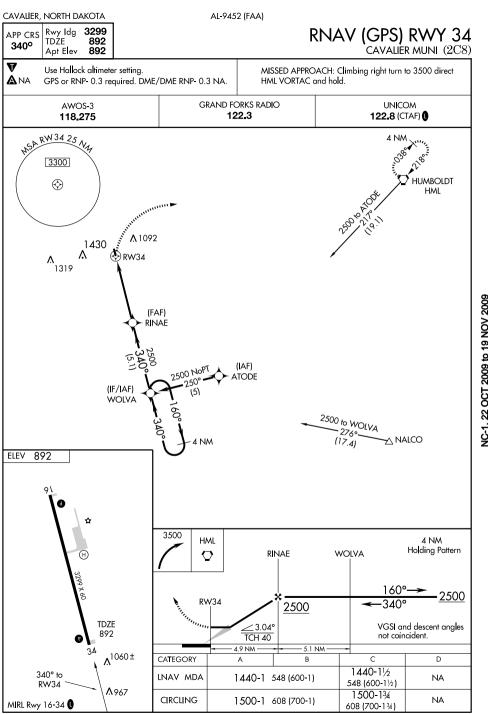


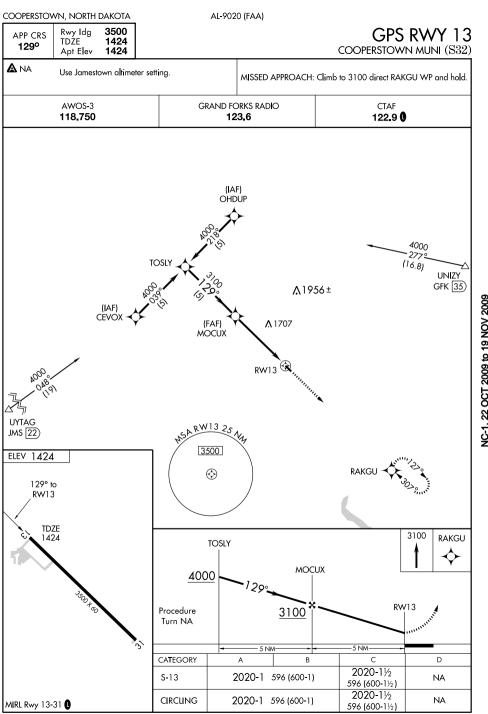


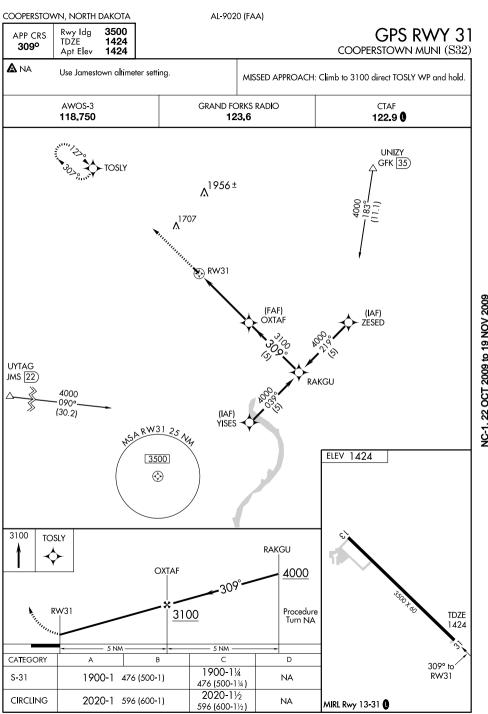




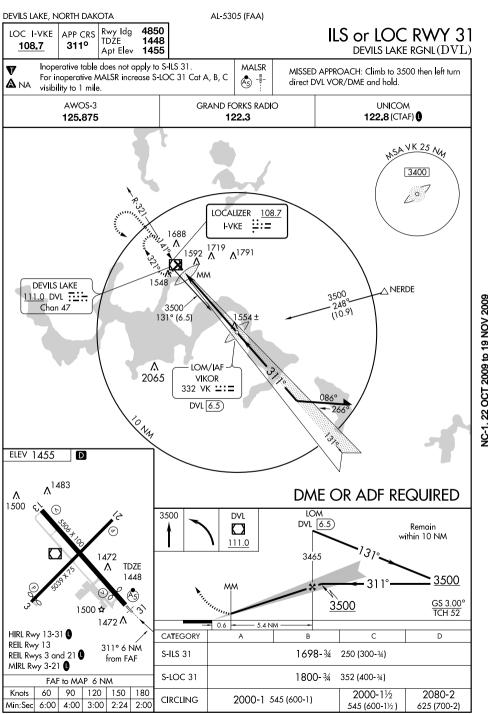


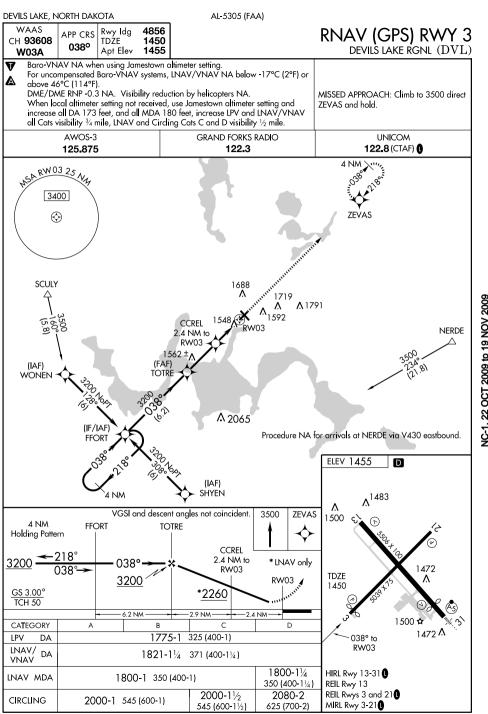


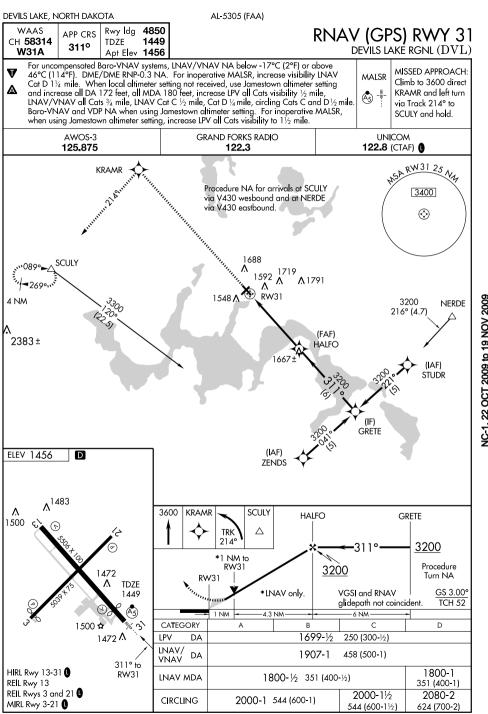


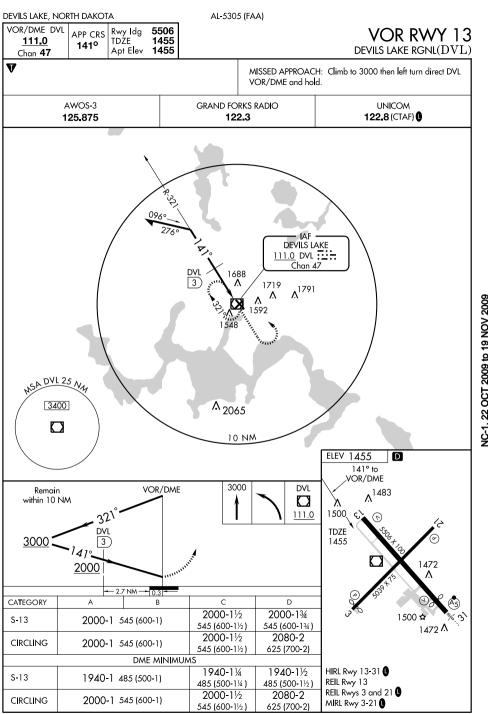


		AA)	AL-9024 (FA		TH DAKOTA	CROSBY, NOR					
	GPS RW'				Rwy Idg 3800 TDZE 1948 Apt Elev 1950	APP CRS 304°					
nu to	Climb to 3000, then climbing left t P and hold.	ISSED APPROACH: 500 direct FATRE W	M 43	setting.	A NA Use Willliston altimeter setting						
	CTAF 122.9 ()		SALT LAKE CITY CE 126.85 305.		AWOS-3 118.025						
			CANAD. UNITED ST. (FAF) BUVFY 2649 (IAF) OXNI		N30 25 NA 3900	HSA R					
TDZE 1948	ELEV 1950	One Minute Holding Pattern 24° → 4500	FATRE 12 30	VFY 300	\ \	3000 450					
° to 30	304 RW	2600-2 652 (700-2)	C 2600-134 652 (700-134)	B (700-1)	5 NM A 2600-1 652	CATEGORY S-30					
	MIRL Rwy 12-30 (2640-21/4 690 (700-21/4)	2640-2 690 (700-2)	(700-1)	2640-1 690	CIRCLING					

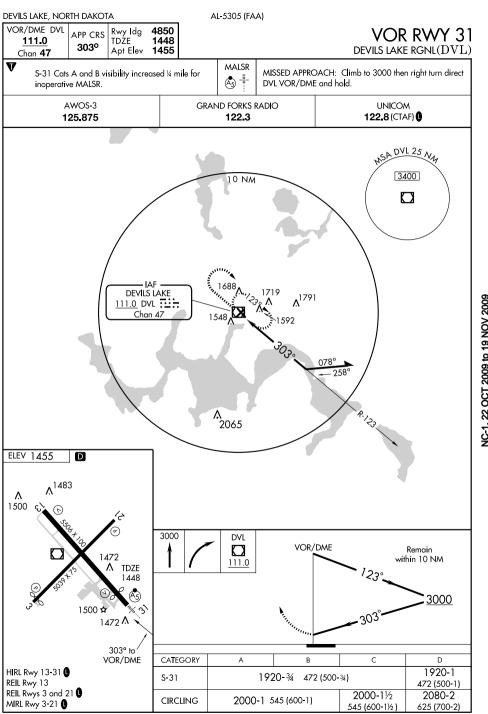


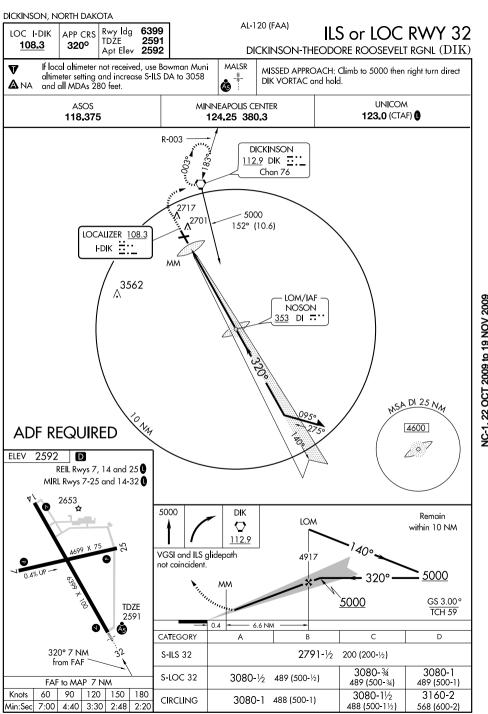


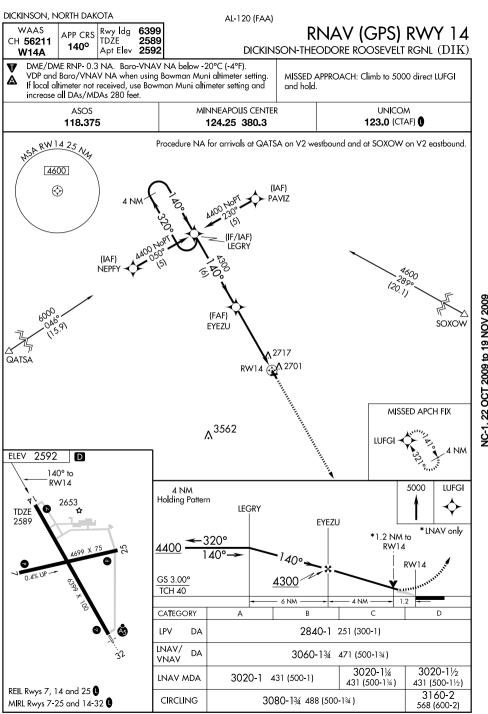




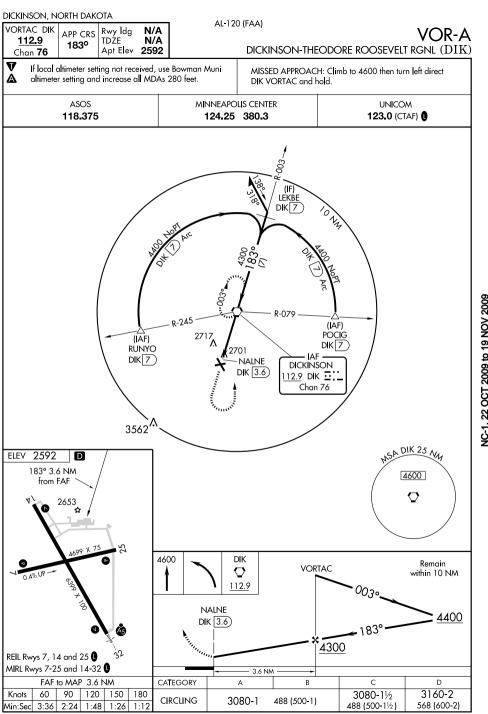
DEVILS LAKE, NORTH DAKOTA AL-5305 (FAA) VOR/DME DVL 5039 Rwy Ida APP CRS VOR RWY 21 111.0 TDŹE 1449 225° DEVILS LAKE RGNL (DVL) Apt Elev 1455 Chan **47** When local altimeter setting not received, use Jamestown altimeter setting A and increase all MDA 180 feet, increase S-21 and Circling visibility MISSED APPROACH: Climb to 3000 then climbing Cat. A ¼ mile, Cat. C and D ½ mile, increase RUGAE FIX MINIMÚMS right turn to 3500 direct DVL VOR/DME and hold. S-21 and Circling visibility Cat. B to $1\frac{1}{4}$, Cat. C to $2\frac{1}{4}$ and Cat. D to $2\frac{1}{2}$. VDP NA when using Jamestown altimeter setting. AWOS-3 UNICOM GRAND FORKS RADIO 122.3 122.8 (CTAF) 0 125.875 RUGAE DVL 3.4 **∧**1688 **^** . 1548 IAF · **DEVILS LAKE** 111.0 DVL :::-Chan 47 NSA DVL 25 Ny 3400 **∆** 2065 10 NM ELEV 1455 D 3000 3500 DVL VOR/DMF 225° to Remain ۸¹⁴⁸³ VOR/DME within 10 NM 111.0 0450 ۸ 1500 *2380 when using Jamestown RUGAE د⁄ altimeter setting. DVL DVL 3.4 3000 2.2 TDZE 225 1449 2200* 1472 +1.7 NM-+ +1.2 NM + CATEGORY D 2200-1 2200-11/4 2200-21/4 2200-21/2 S-21 1500 💠 751 (800-1) 751 (800-11/4) 751 (800-21/4) 751 (800-21/2) 1472 ∧ 2200-11/4 2200-21/4 2200-21/2 2200-1 CIRCLING 745 (800-11/4) 745 (800-1) 745 (800-21/4) 745 (800-21/2) RUGAE FIX MINIMUMS HIRL Rwy 13-31 2020-11/2 2020-13/4 S-21 2020-1 571 (600-1) REIL Rwy 13 571 (600-11/2) 571 (600-134) REIL Rwys 3 and 210 2020-11/2 2080-2 CIRCLING 2020-1 565 (600-1) MIRL Rwy 3-21 (1) 565 (600-11/2) 625 (700-2)

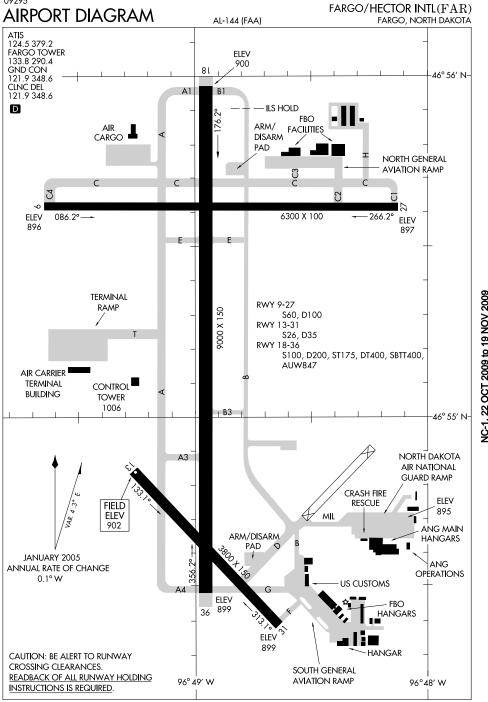


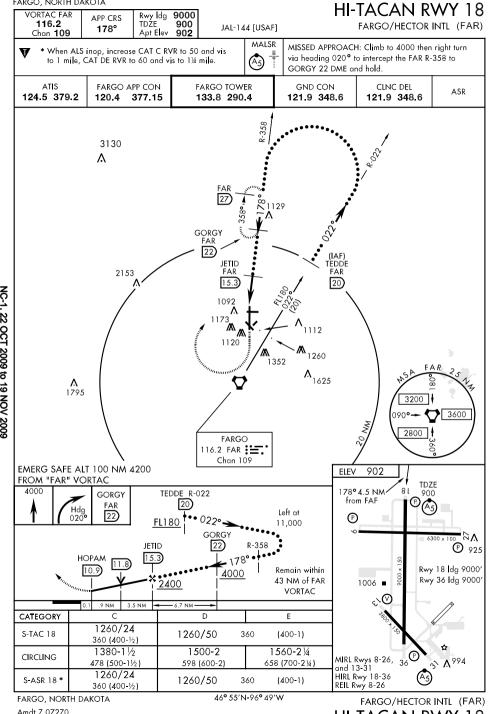


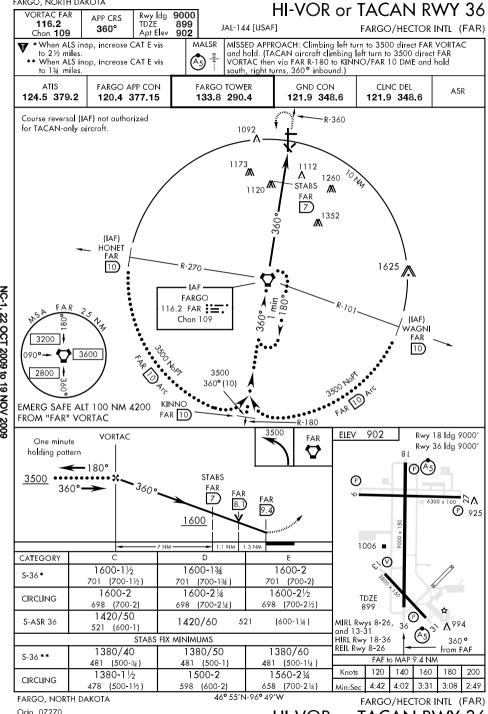


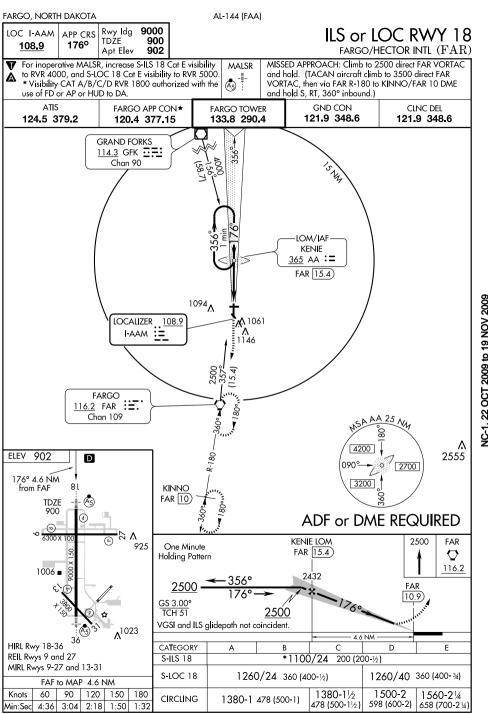
DICKINSON, N	ORTH DAK	ОТА		,	AL-120 (FAA)					
WAAS CH 45512	APP CRS 320°	Rwy Idg TDZE Apt Elev	2591	RNAV (GPS) RWY 32						
VDP and If local a and incr	l Baro-VNA Itimeter sett ease all DA erative MA	3 NA. Bo NA whe ing not reco s/MDAs 28 LSR, increa	aro-VNA n using eived, us 80 feet se LPV c	Bowman Mur se Bowman M Ill CATS visibi	-20°C (-4°F). ni altimeter setting. Auni altimeter setting lity to 3½ mile, LNAV risibility to 1½ mile.	MALSR	MIS	SSED APPROACH	: Climb to 5000	
ASOS 118.375					NEAPOLIS CENTER	2		UNICC 123.0 (CI		
MISSED APCH FIX Procedure NA for arrivals at NEXRU on V491 southbound. A 2717 A 2701 RW32 JOMSI 3.6 NM to RW32 (FAF) EXHOS (IAF) PEWZO (IAF)										
ELEV 2592				(IAF) NEXRU						
7 O.4% UP	2653	52			JOMSI 3.6 NM to RW32 NM to W32 380	EXHOS	s 3	1321° 1 3000	GS 3.00°	
	+ 18	TD			M - 2.5 NM - 3.6	S NM B	6 N	M	TCH 59	
2591 CATEGORY A B C LPV DA 2850-1/2 259 (300-1/2)										
		32		NAV/ DA	28	60-1/2 269	9 (300-	1/2)	2860-3/4	
	320° t RW32			NAV MDA	3000-½ 4	109 (500-½))	3000-3/ ₄ 409 (500-3/ ₄)	269 (300-¾) 3000-1 409 (500-1)	
REIL Rwys 7, 1 MIRL Rwys 7-2				CIRCLING	3080-1 4	88 (500-1)		3080-1½ 488 (500-1½)	3160-2 568 (600-2)	

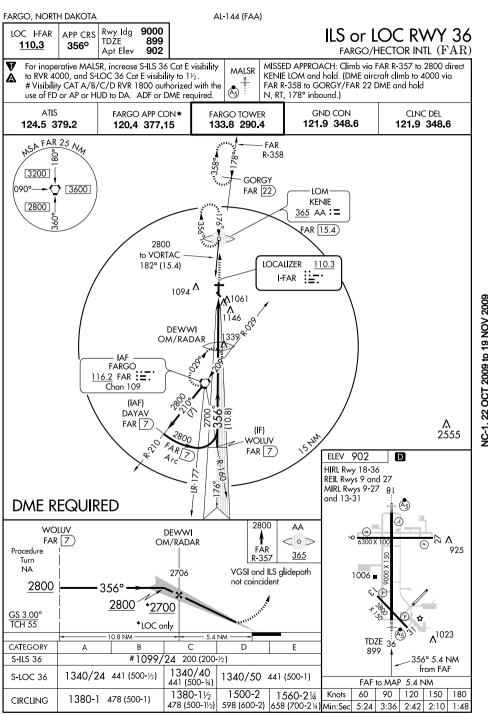


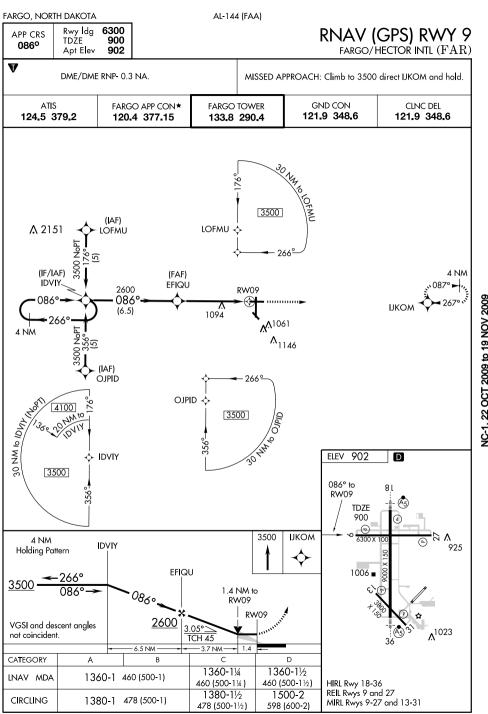


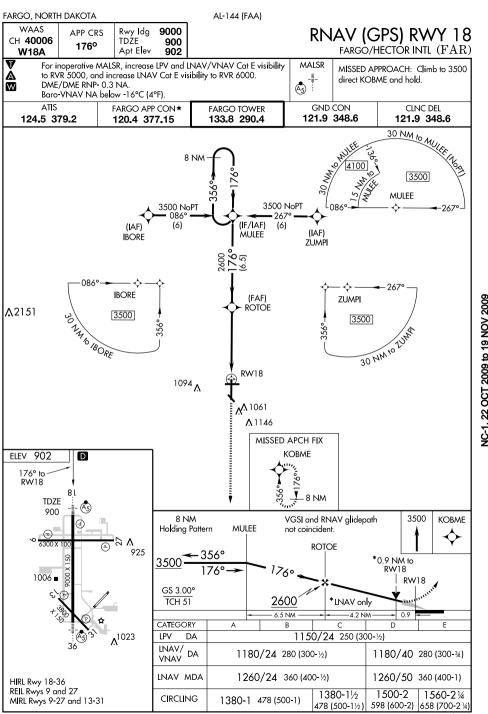


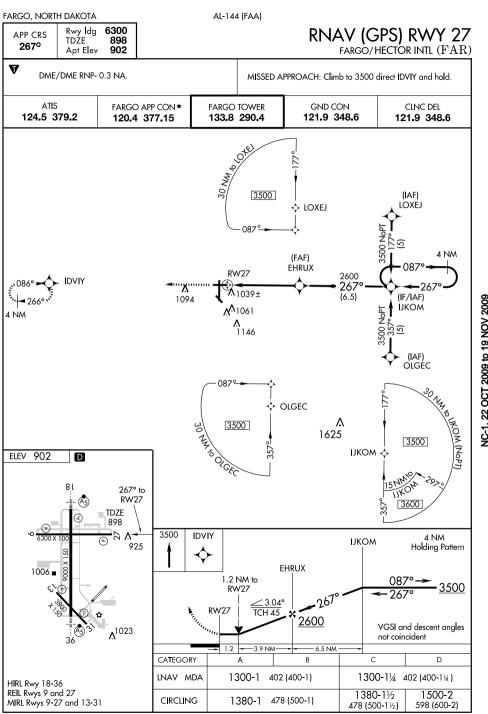


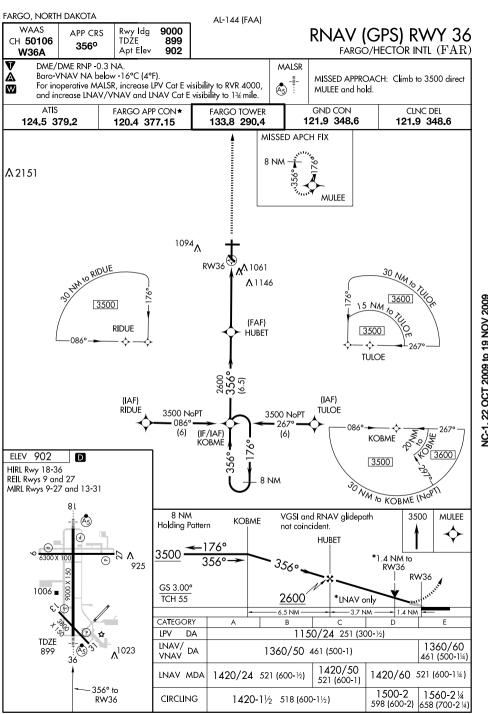


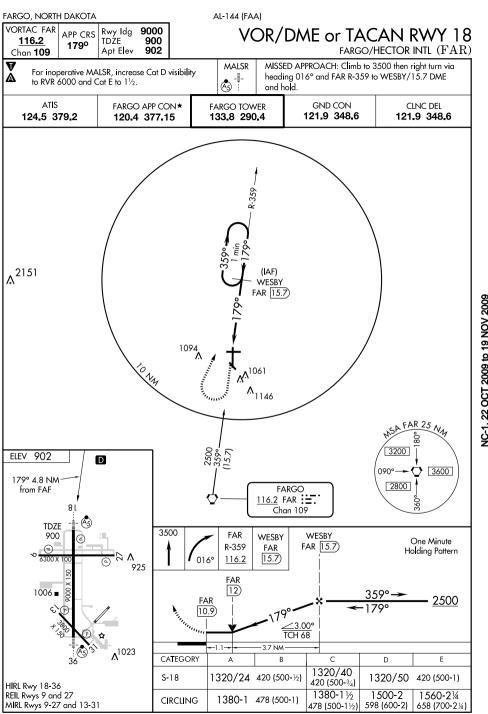


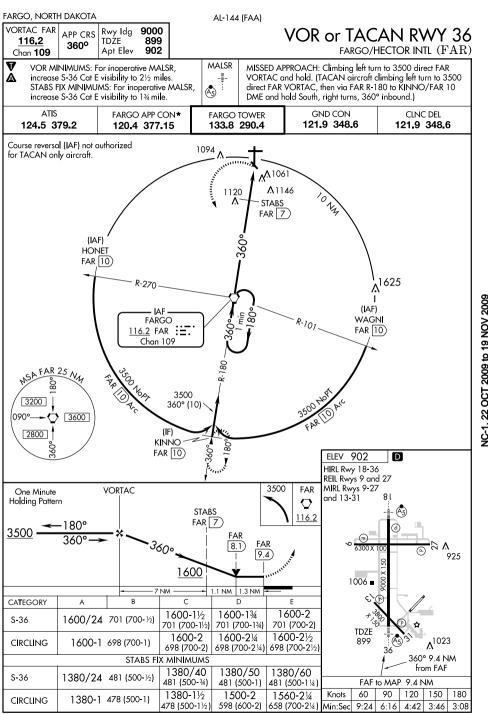


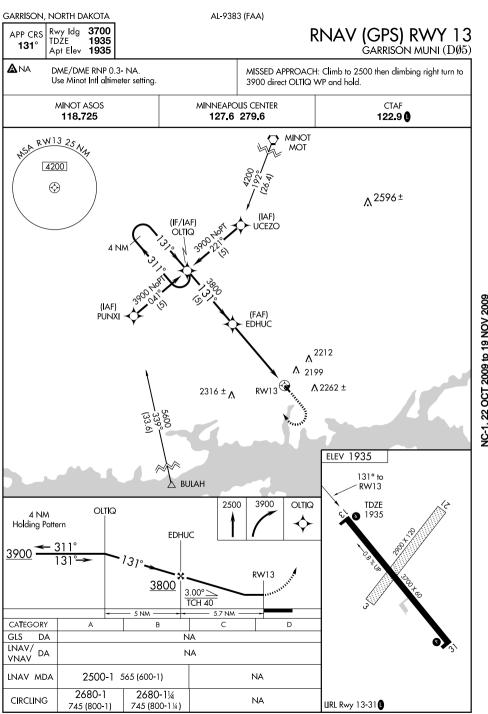


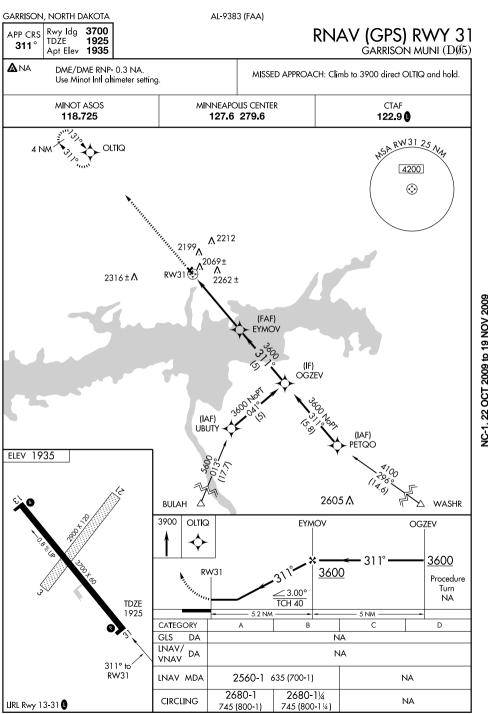


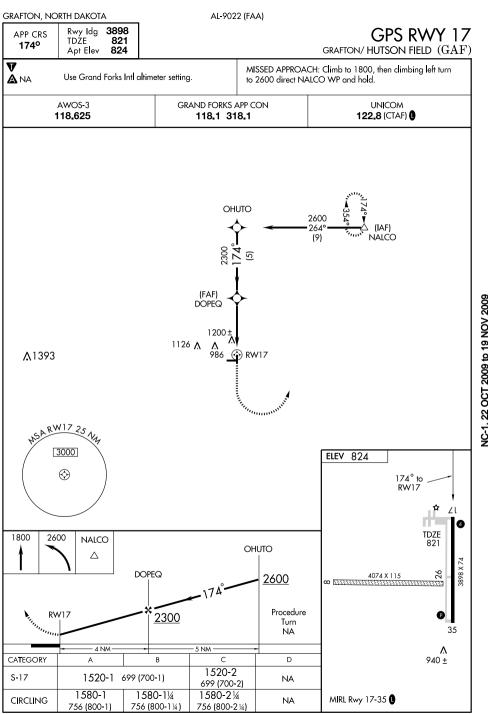


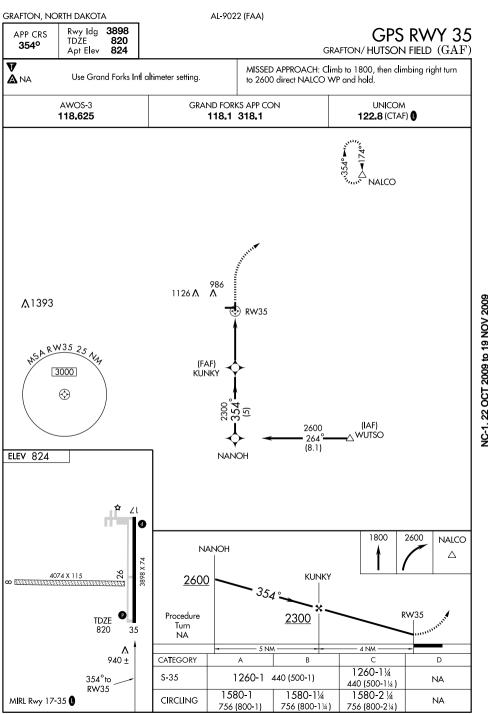


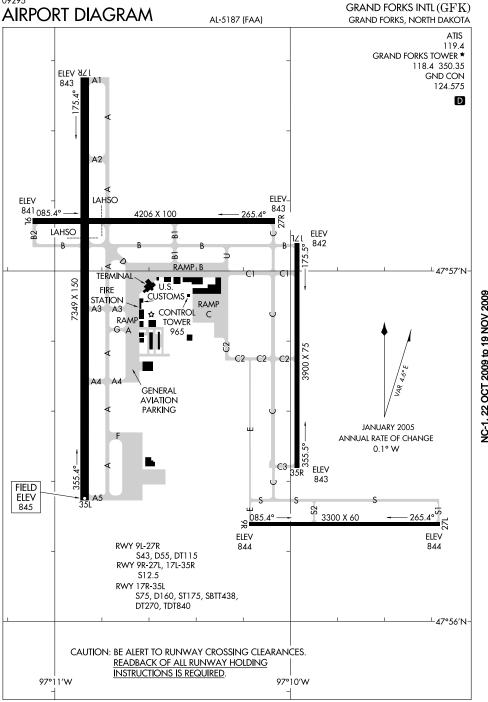


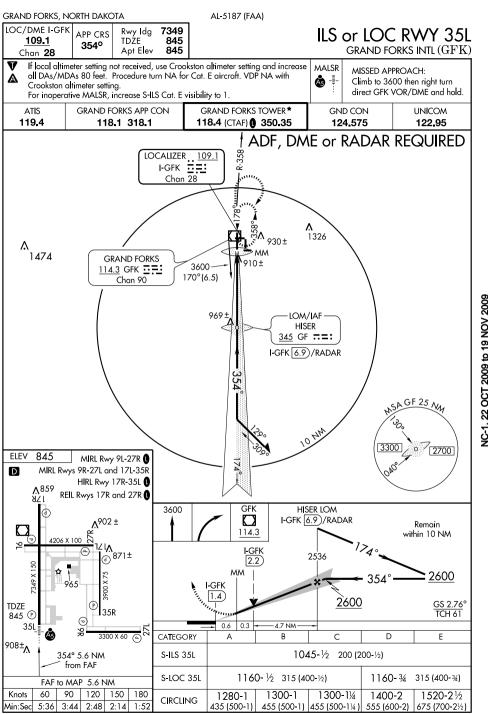


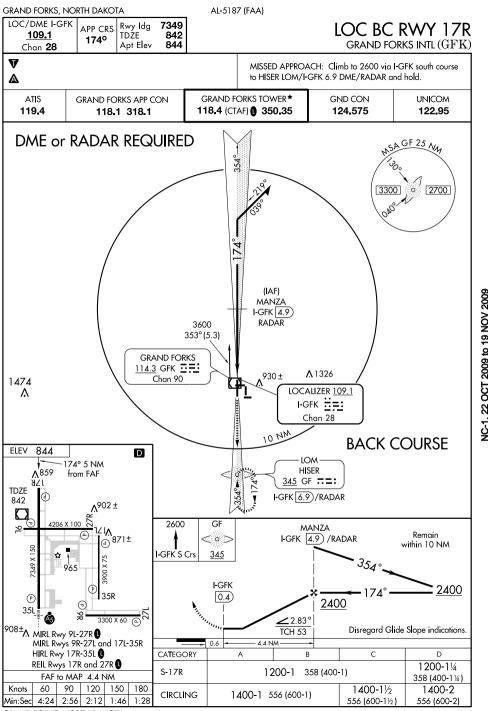


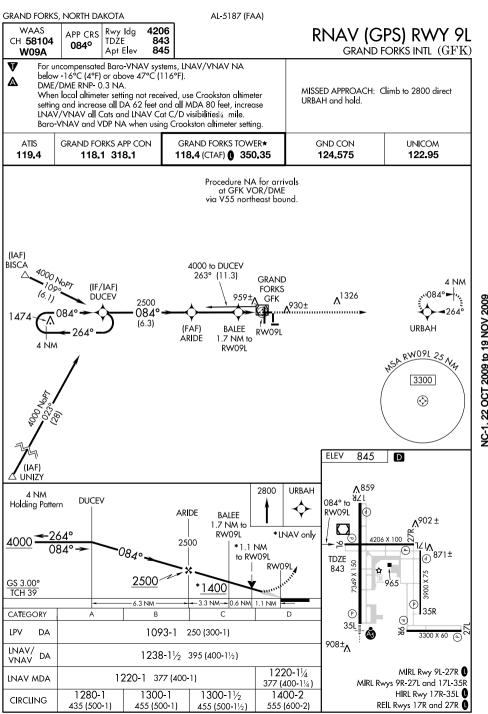


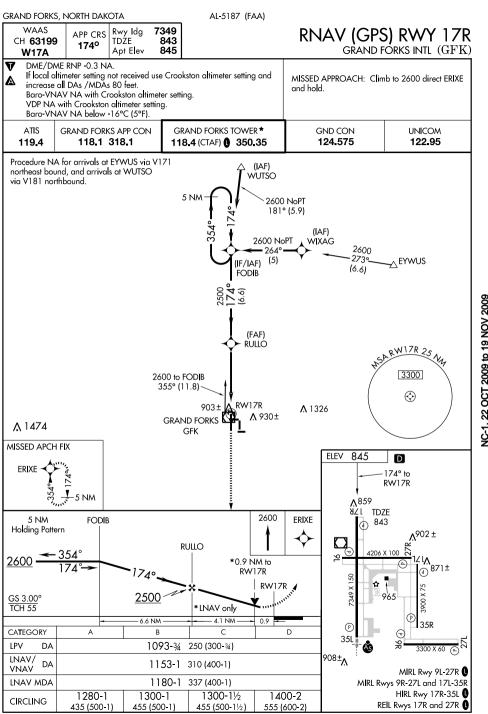


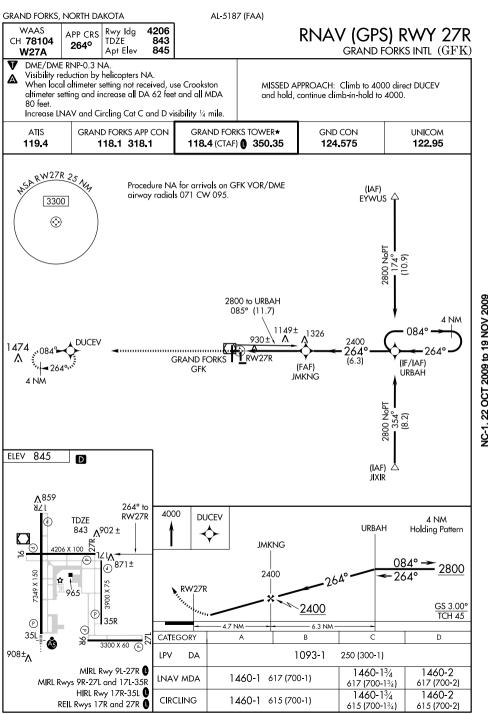


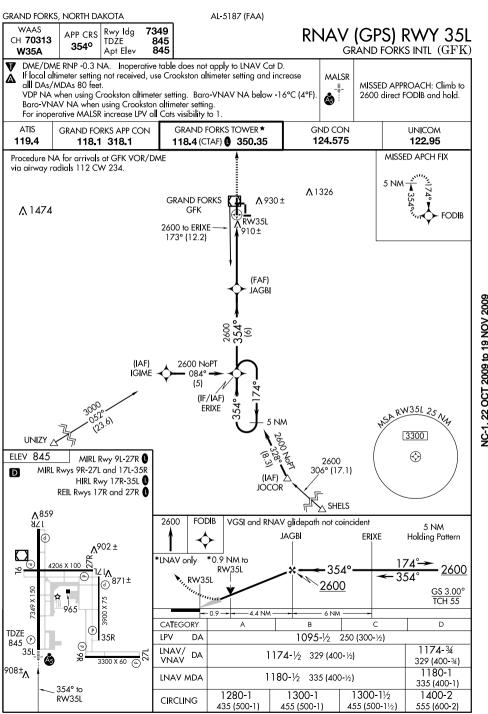


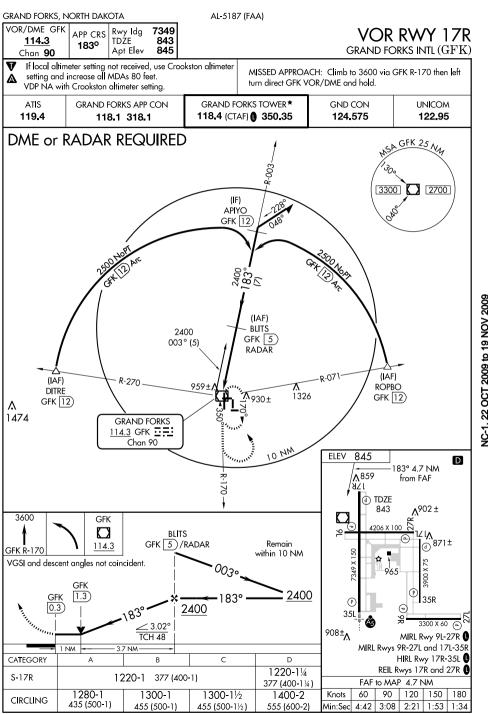


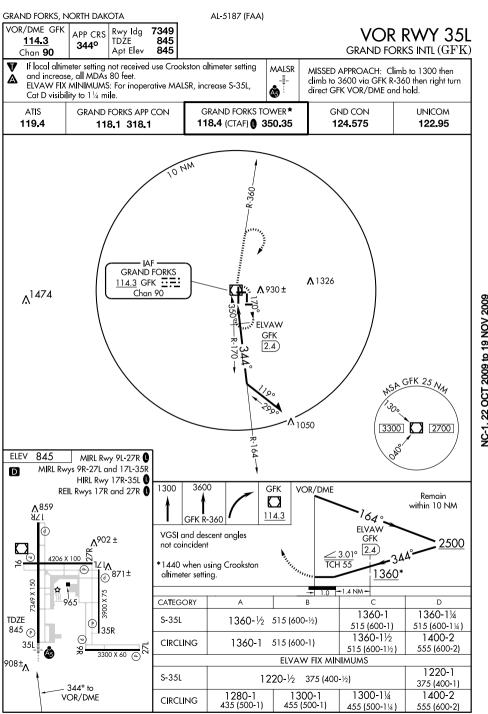


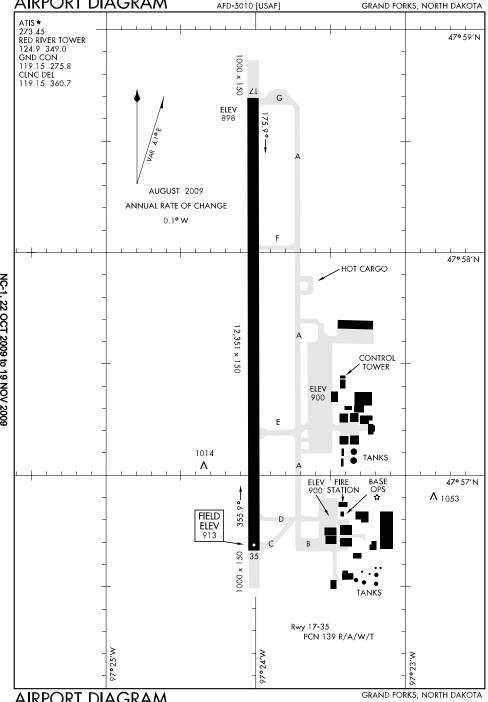


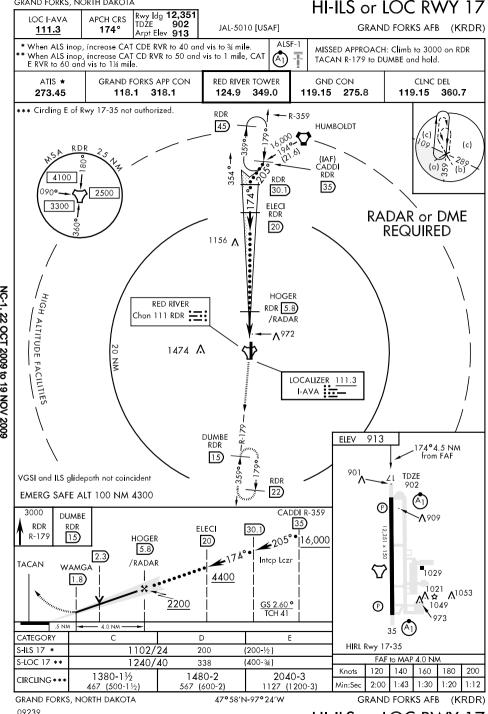


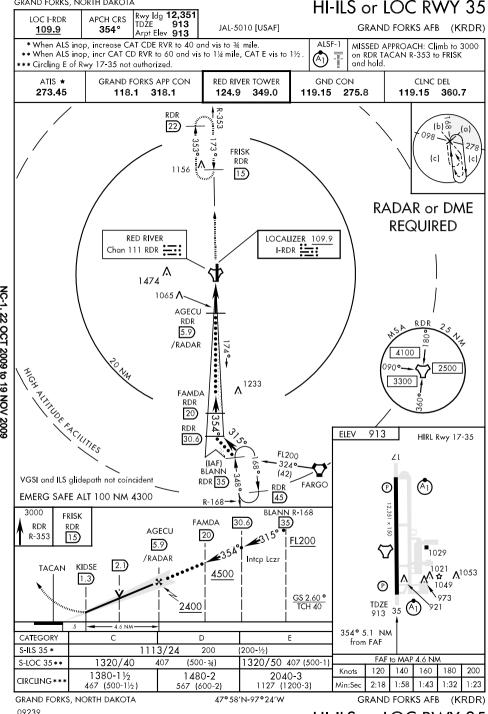


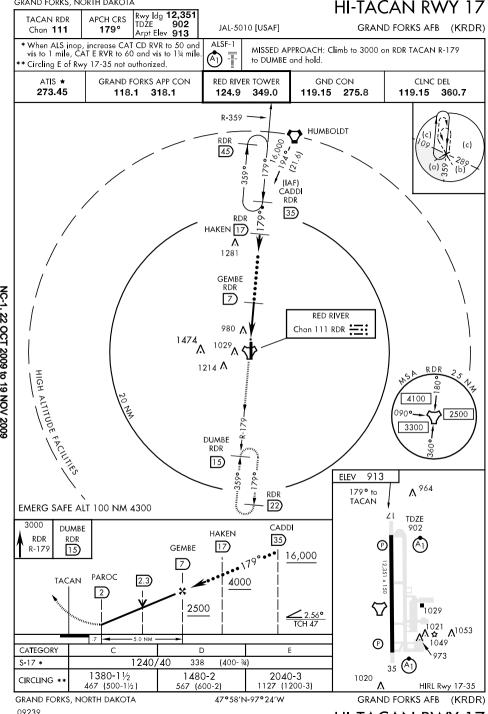


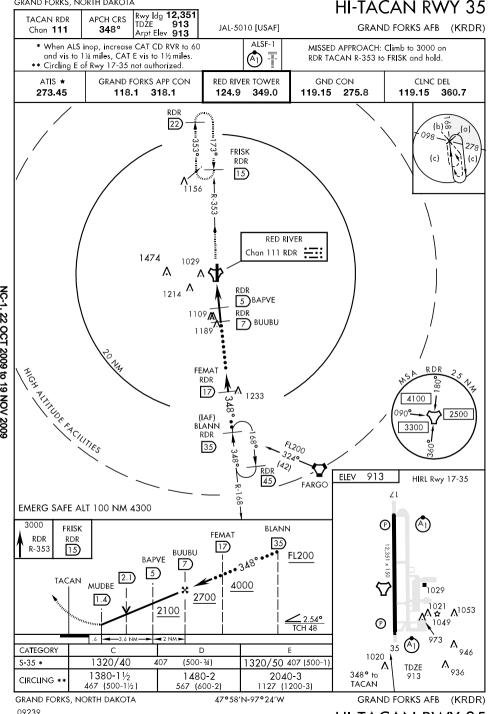


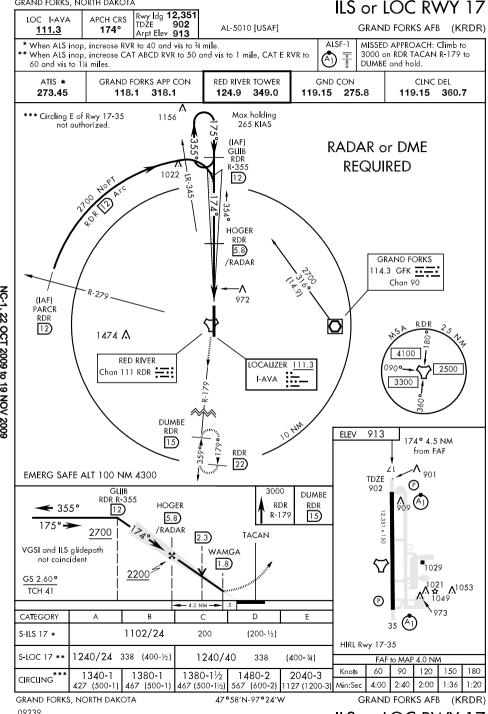


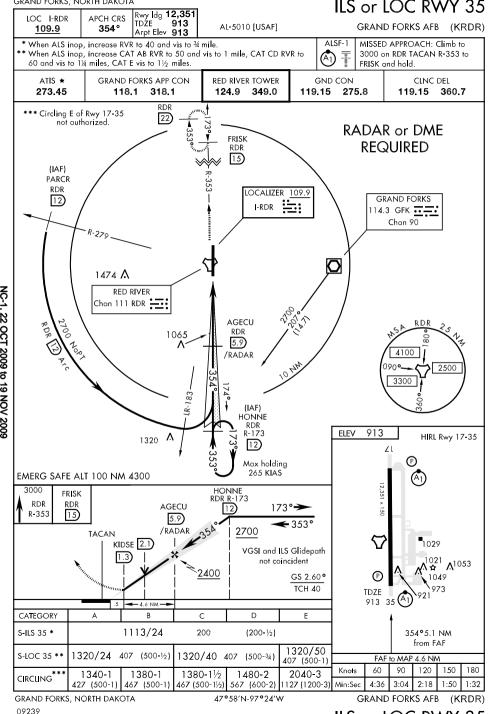


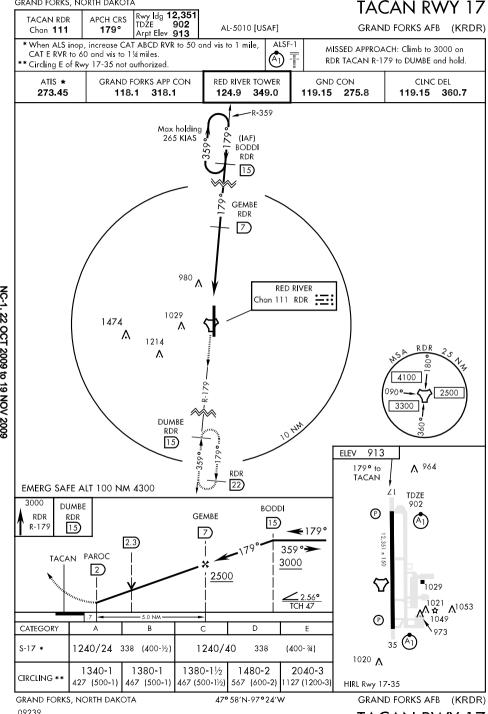


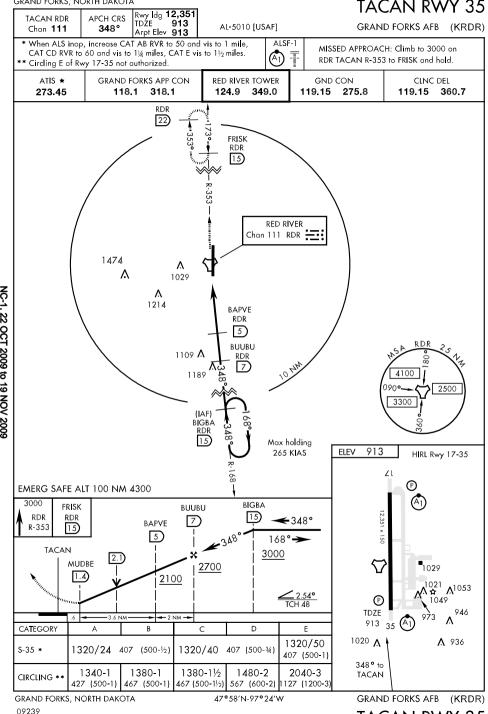


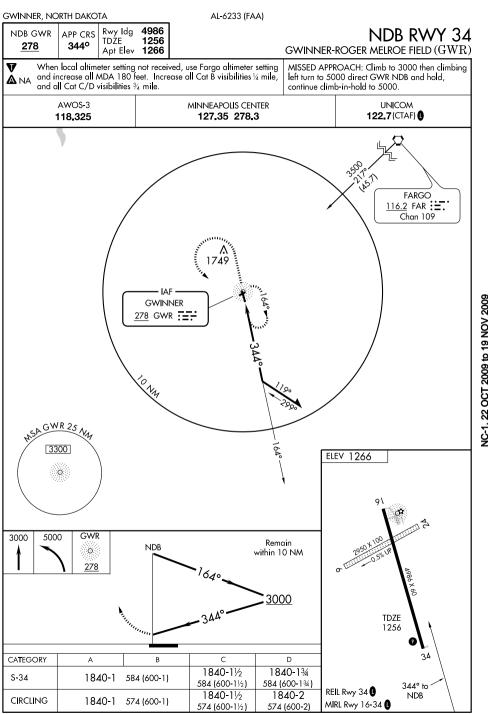


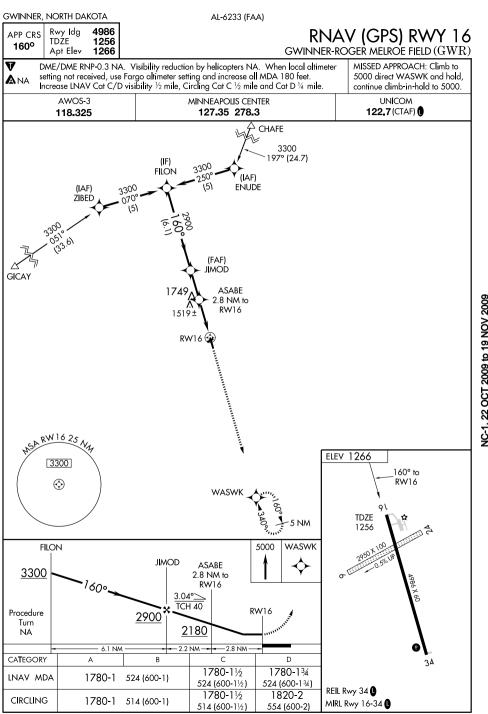


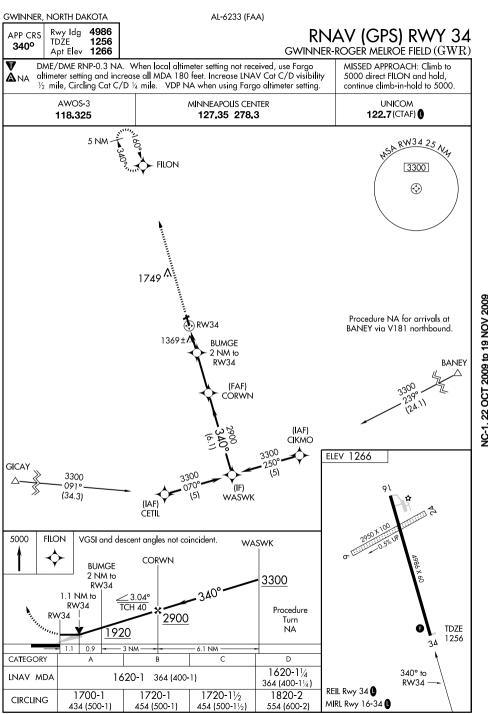


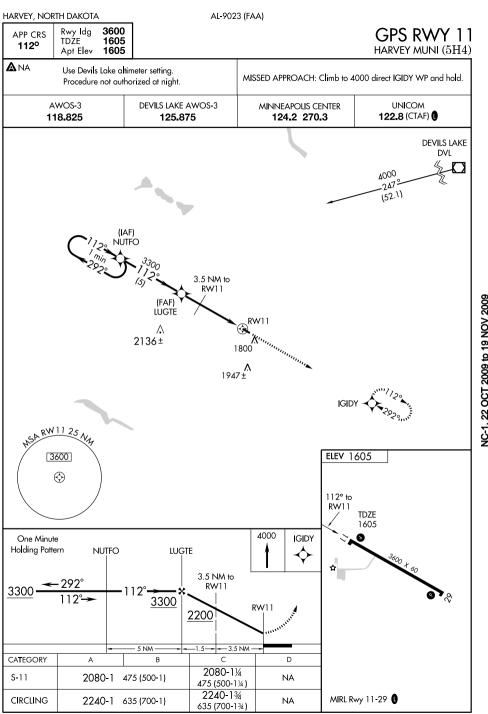


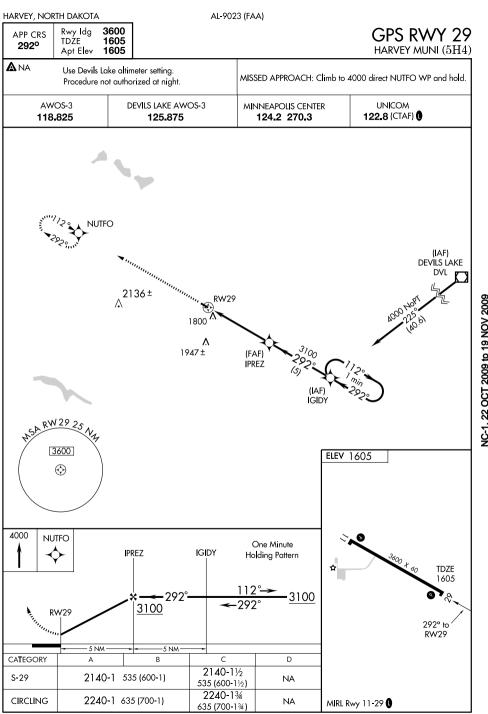


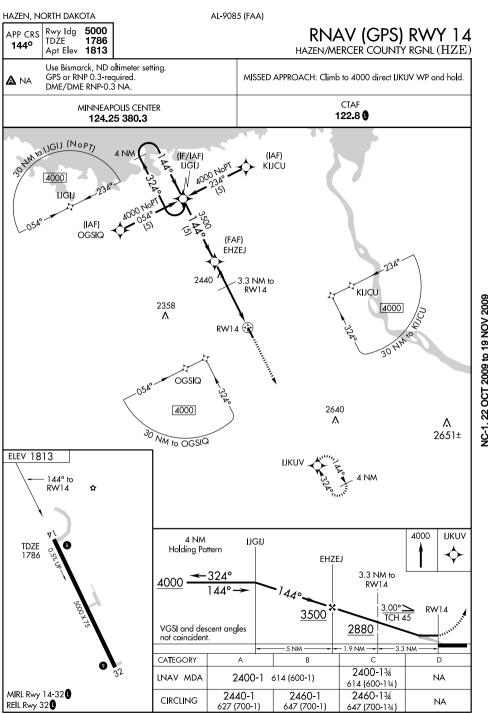


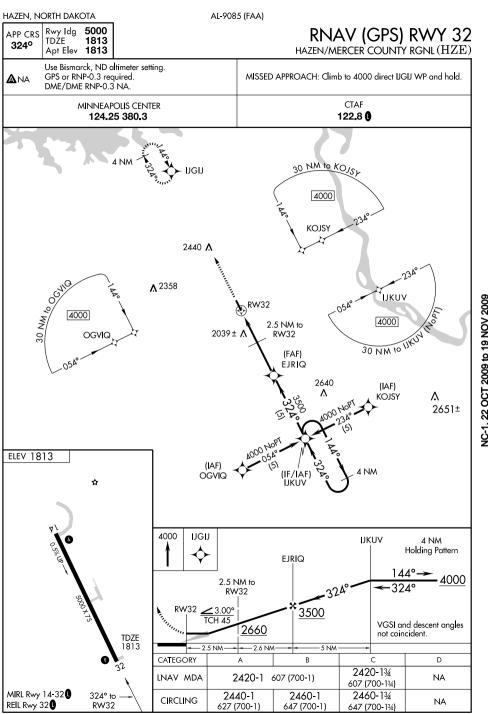


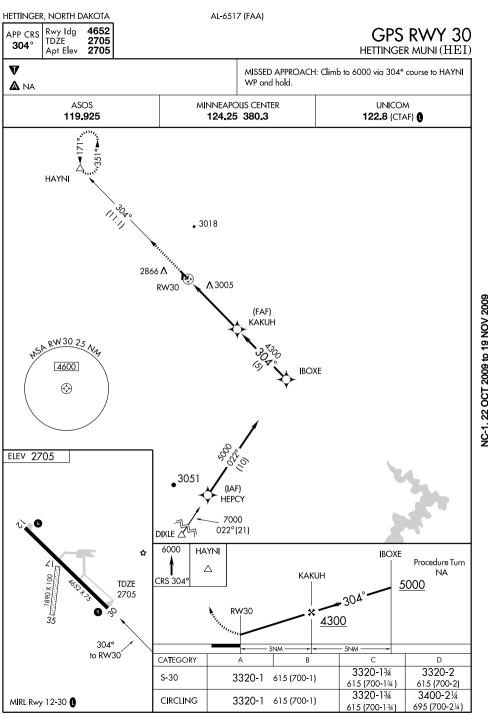


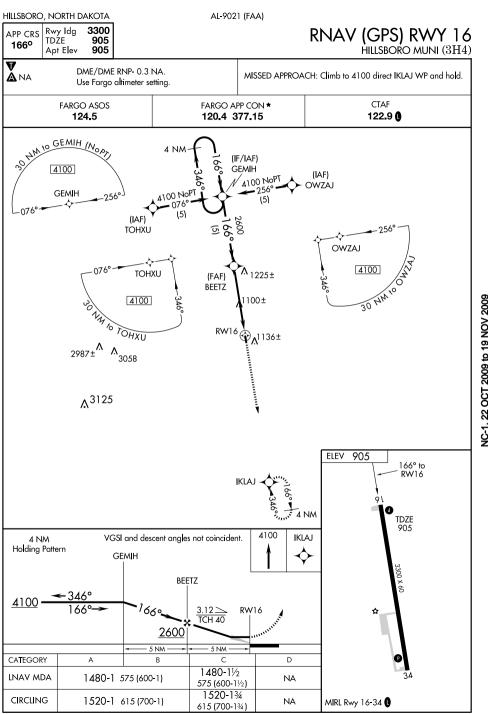




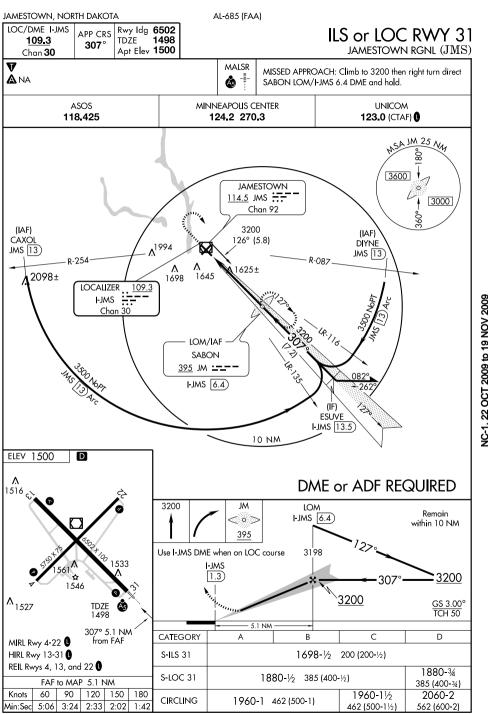


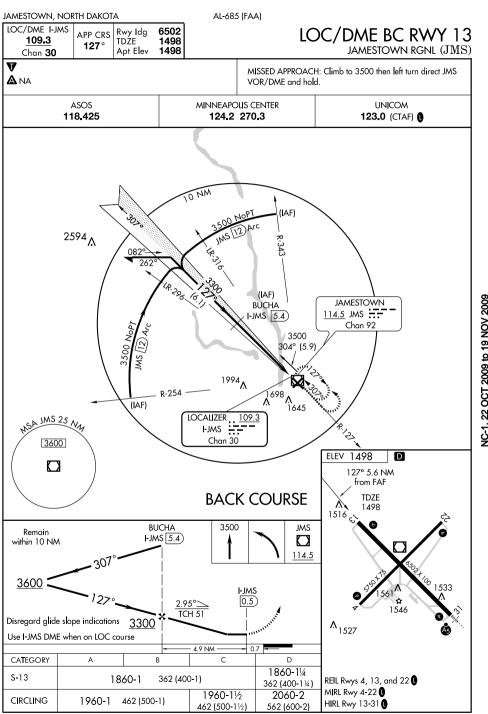


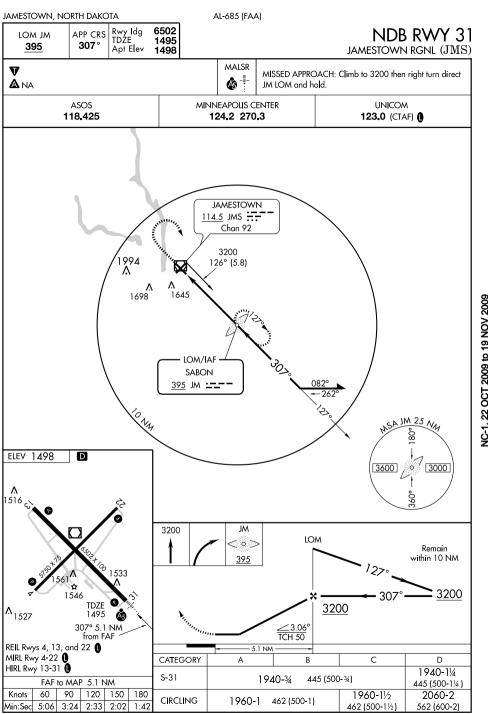


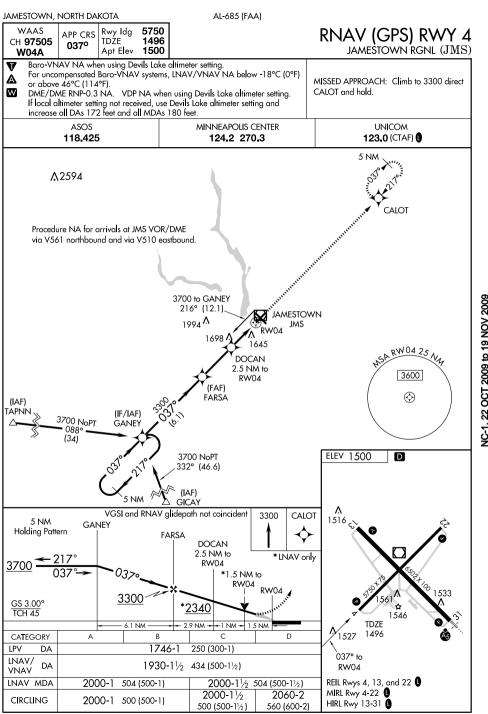


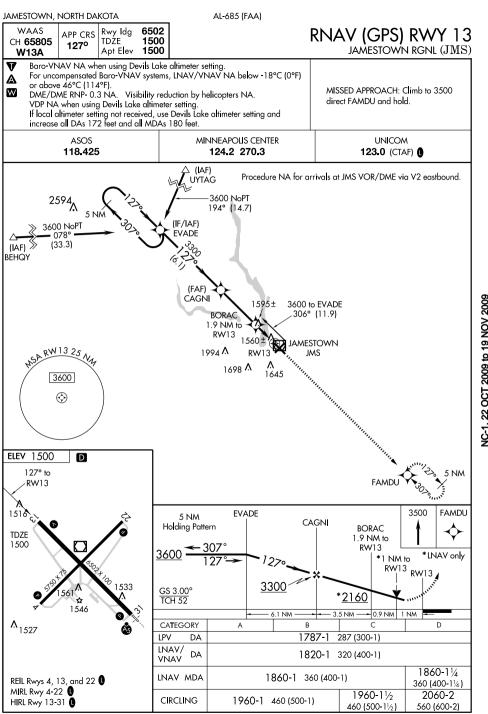
HLLSBORO	, NORTH DA	KOTA			AL-902	21 (FAA)					
APP CRS 346°	Rwy Idg TDZE Apt Elev	3300 905 905					R۱	1AV (GPS)	RWY 34 D MUNI (3H4)	
V A na				RNP- 0.3 NA. ultimeter setting.			MISSED APPROACH: Climb to 4100 direct GEMIH WP and hold.				
	FARGO ASOS 124.5				ARGO A 20.4 3	PP CON* 77.15			CTAF 122.9 ()		
				4 NM 346	1.166°	GEMIH					
					ı						
	2987	, _Ψ	3058		RW3	4 ⊕ ∧ ¹¹³⁶	±	3	0 NM to	QER,	
			, O UCR	IR T				6° →	4100		
	3125 A	30/	in to JCK	00 1		$\frac{1}{\sqrt{100}}$	(FAF) BYSON	→ ¢	RIC	256°—	
			_076°-	UCRIR \		346°	4100 Not	(IAF) T A QERIC			
LEV 9(05			(IAF) UCRIR →	4100 No 	PT X	(5)	-076	·	256°]	
	91				(3)	(IF/IAF) G IKLAJ Š	4 N/	u \		to IKLAJ IKO	
	1			4100 GEA	MIH	VGSI and	descent angles	not coincide		4 NM	
	3300 × 60					BYS	ON	IKLA)	Ho	lding Pattern	
	r d			R\ R _{AAAA}	W34 <u>:</u>	<u>∠ 3.12°</u> TCH 40	346°.	-	<u>166°→</u> 346°	4100	
		TDZE				5 NM	2600 5 NM	-			
	34	l .	0.470	LNAV MDA	1.	A 460-1 55	B 5 (600-1)		C 0-1½ 500-1½)	D NA	
MIRL Rwy	16-34 ()	\	346° to RW34	CIRCLING	1:	520-1 61.	5 (700-1)	152	20-134 700-134)	NA	

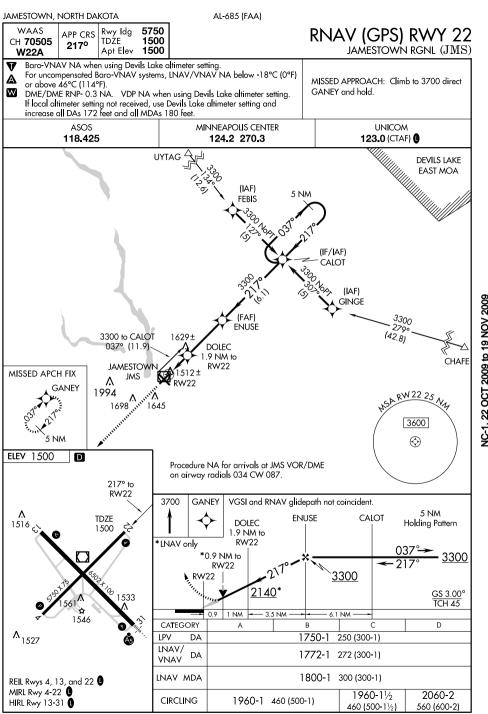


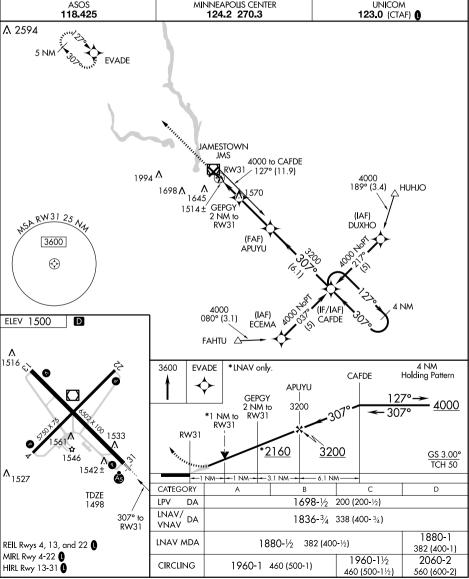


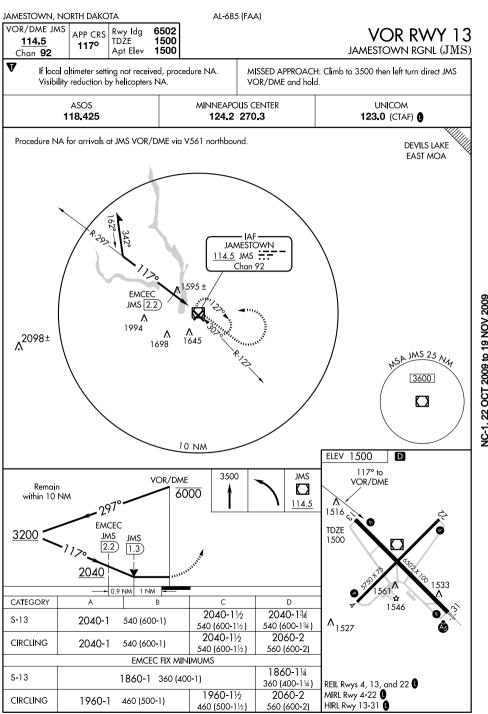


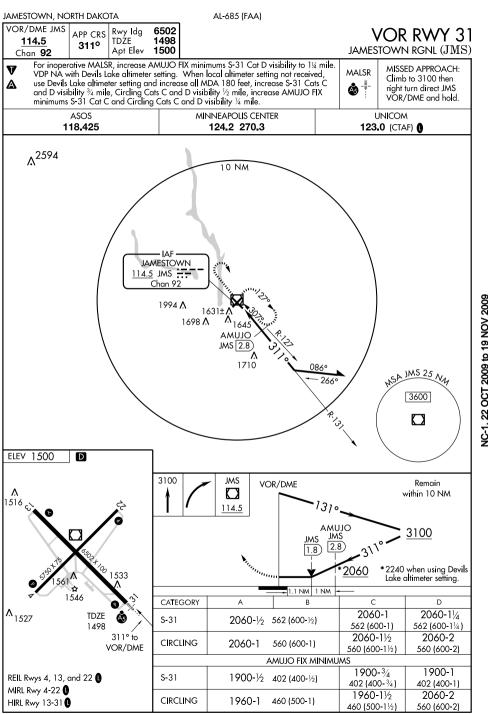


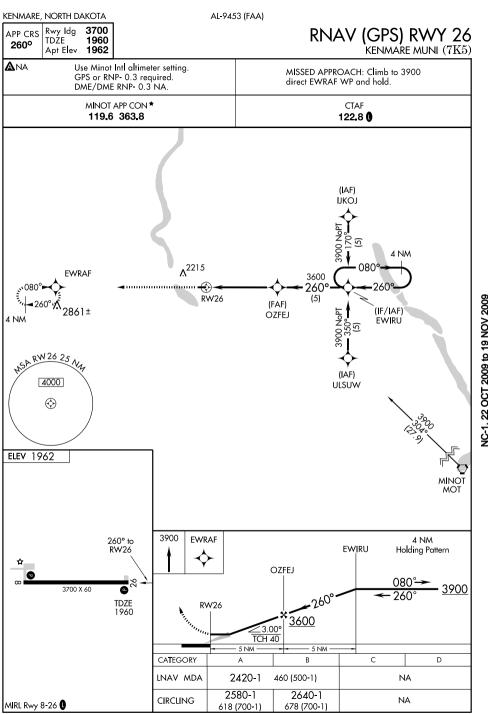


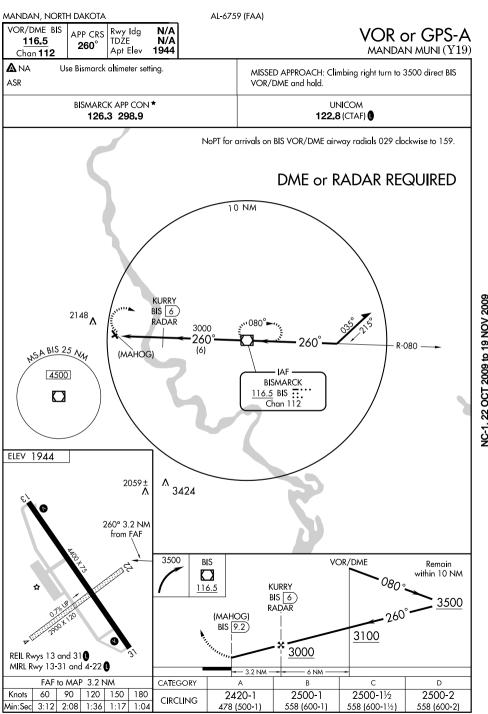


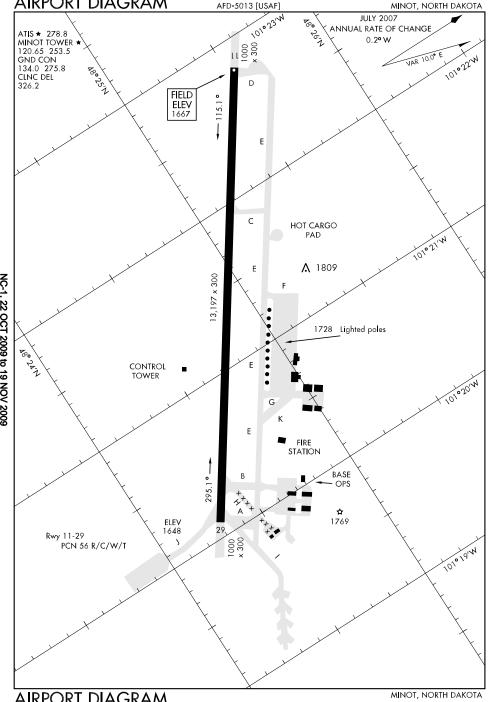


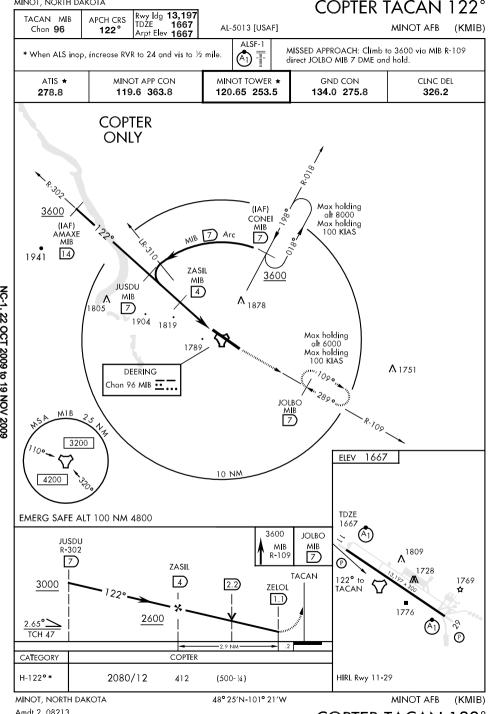


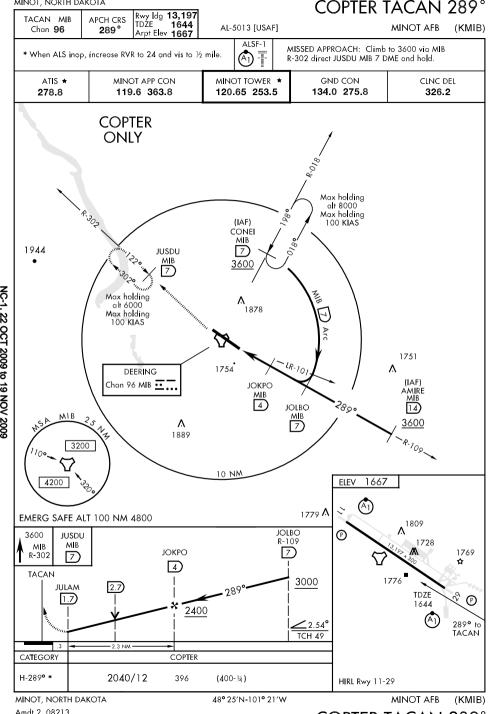




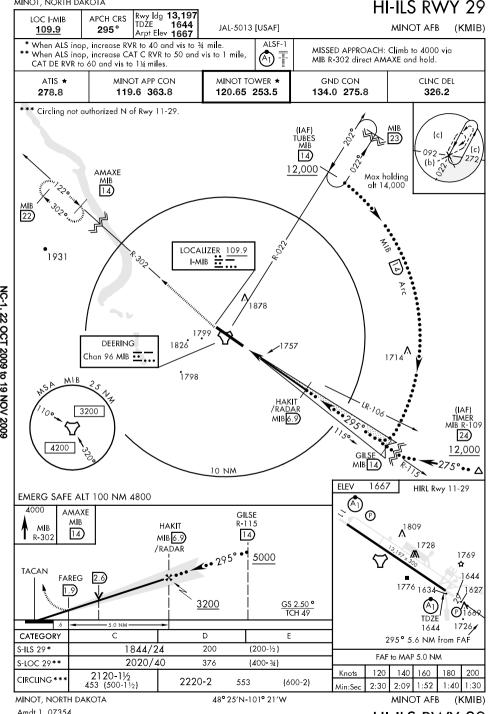


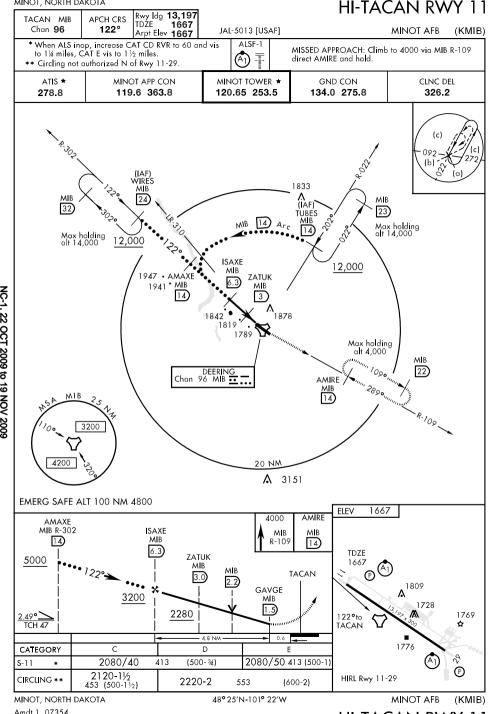


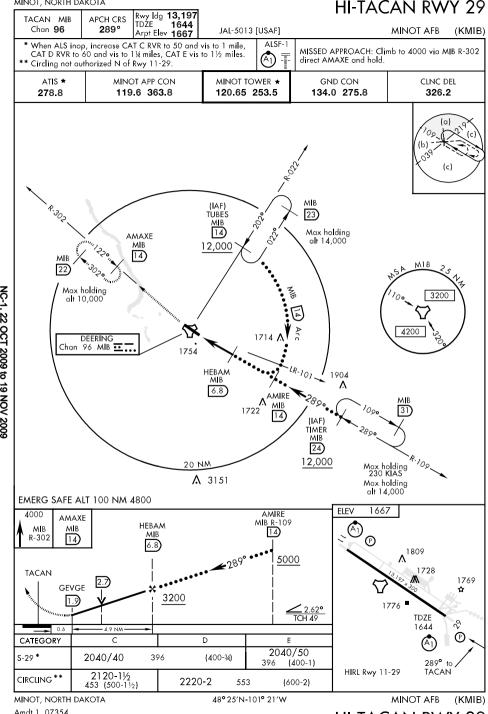


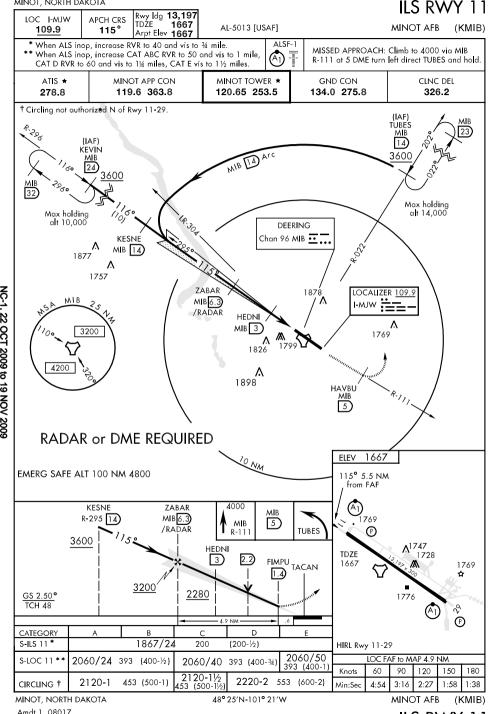


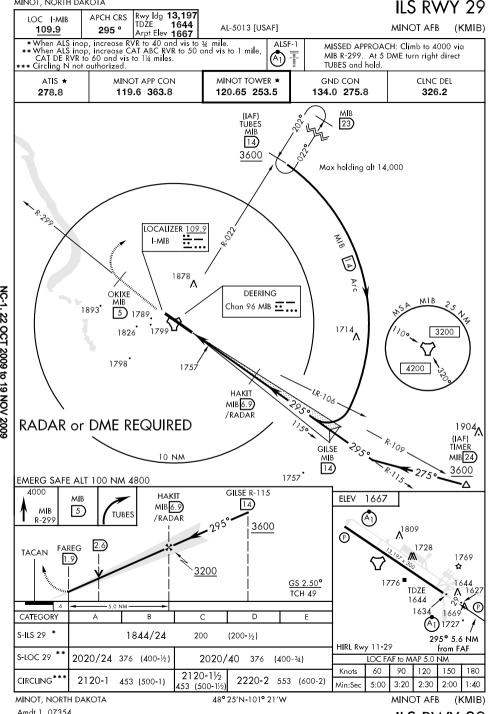


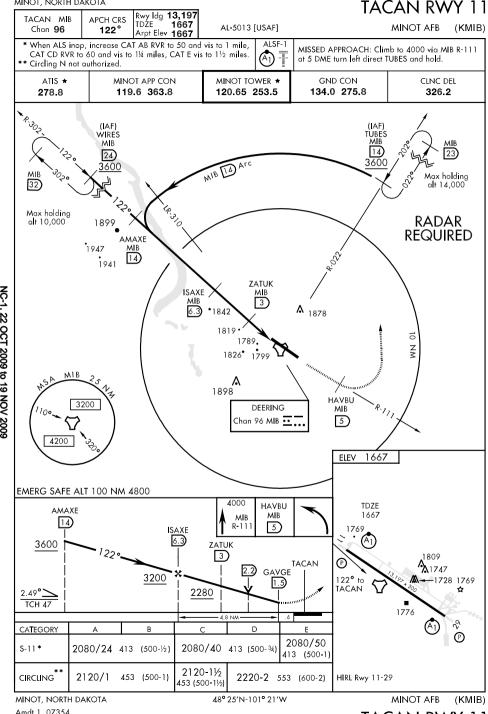


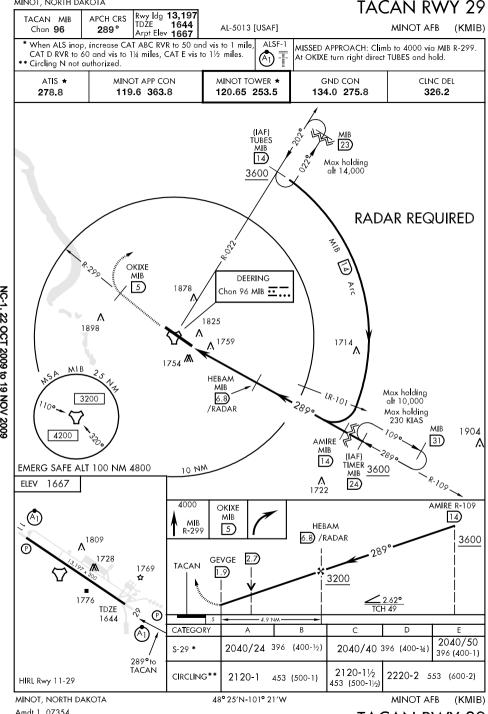


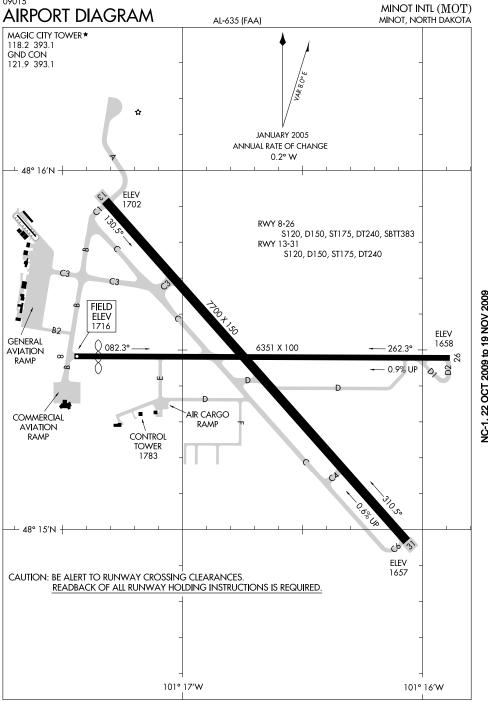


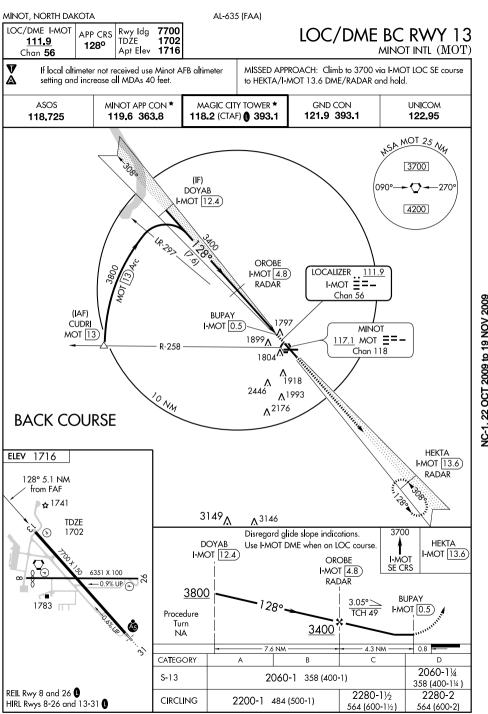


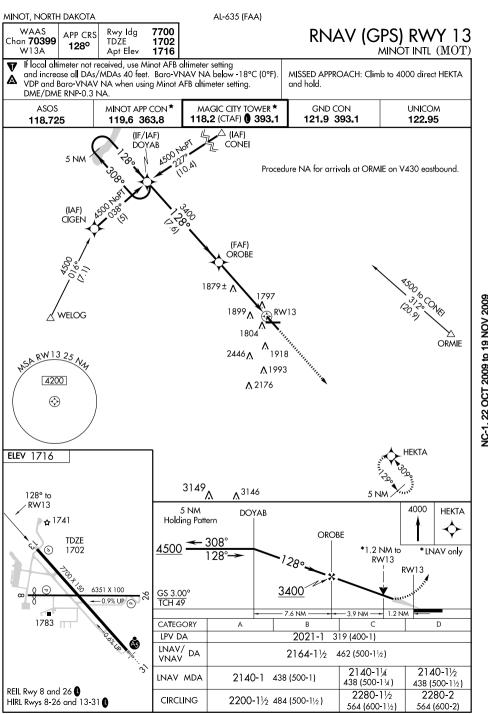


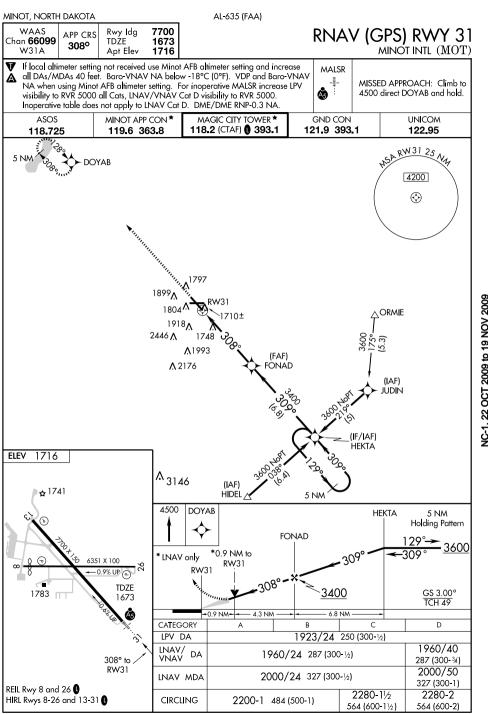


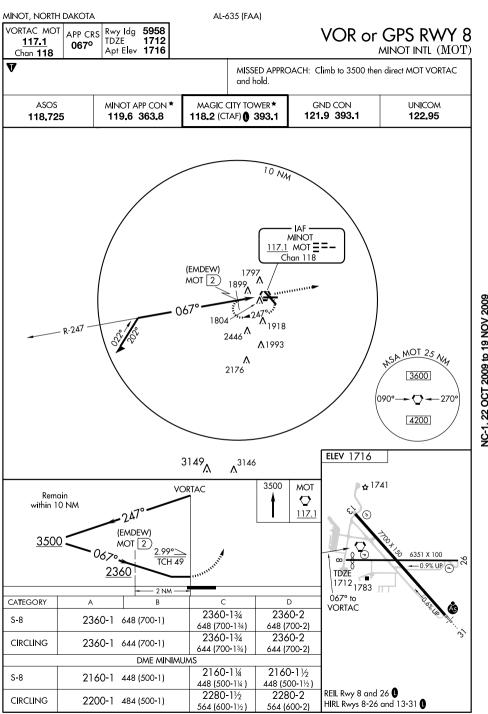


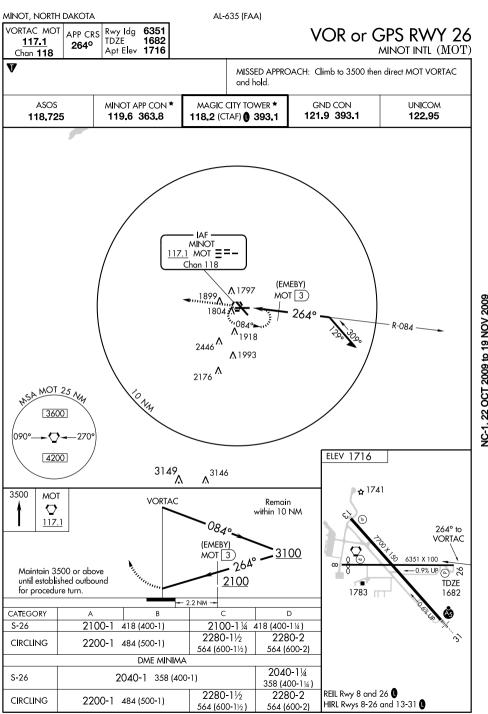


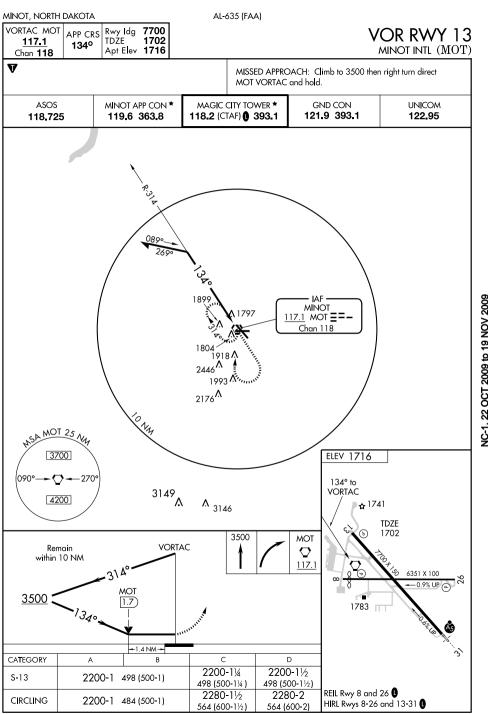


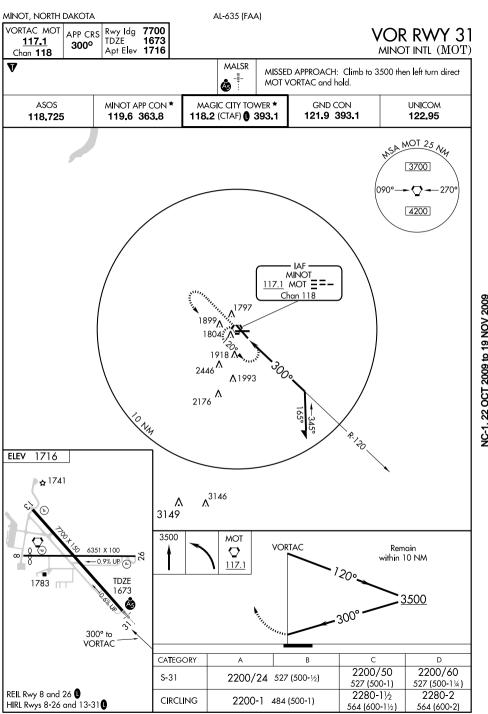


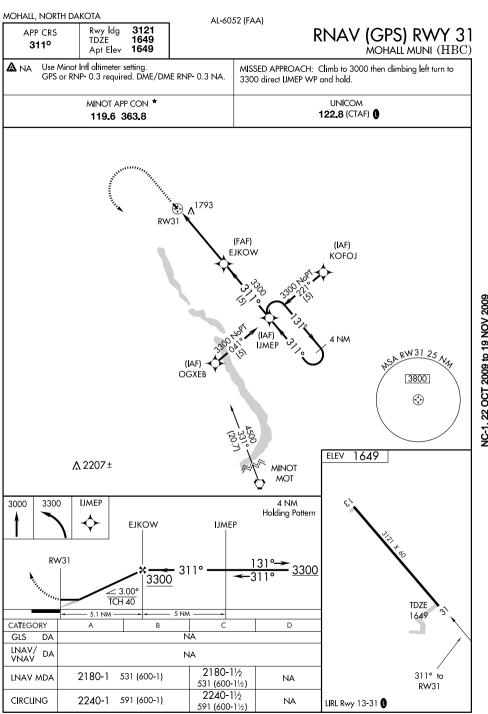


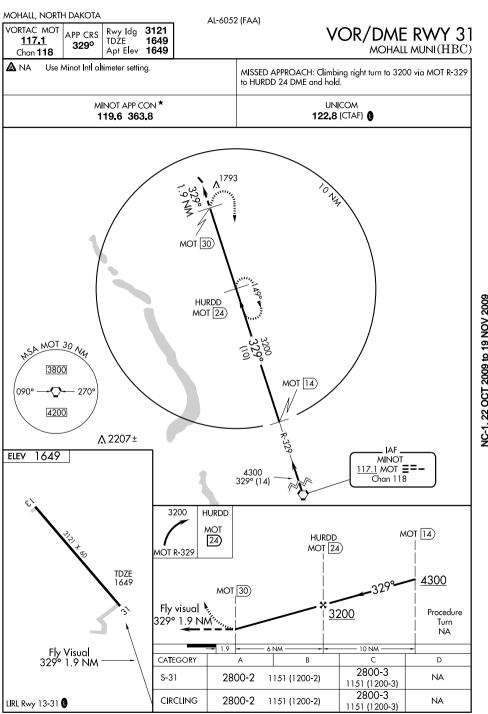


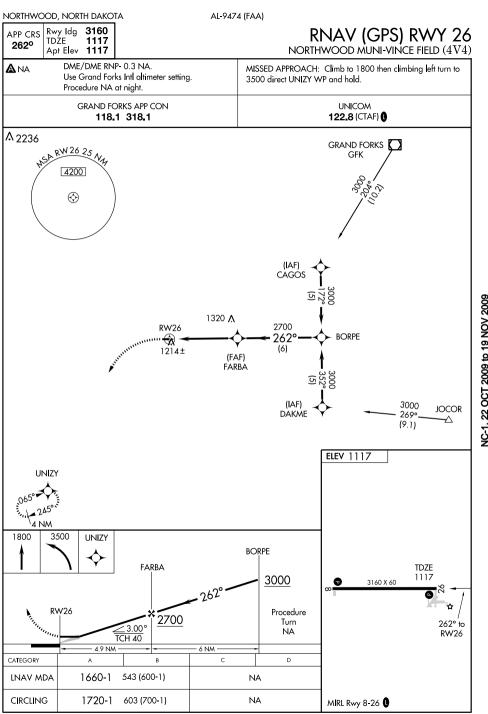


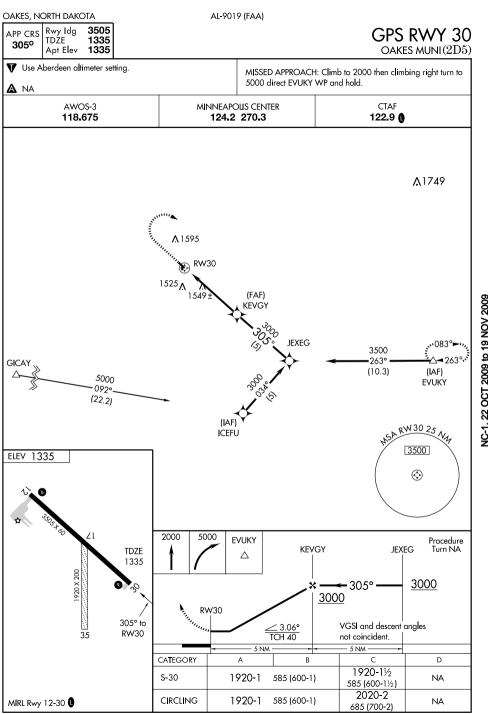


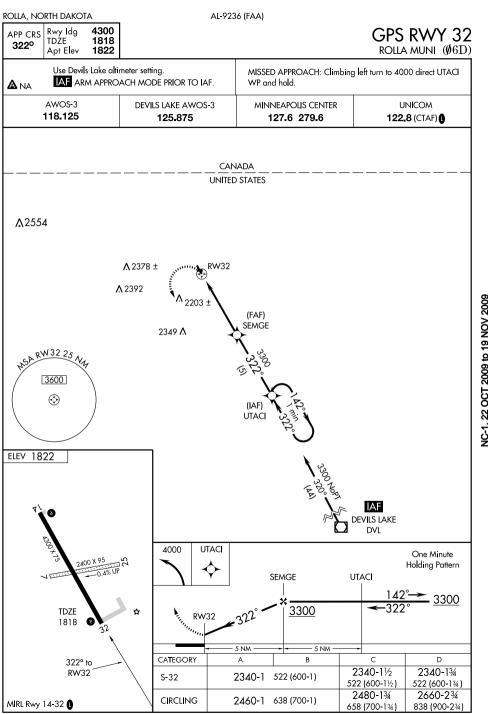


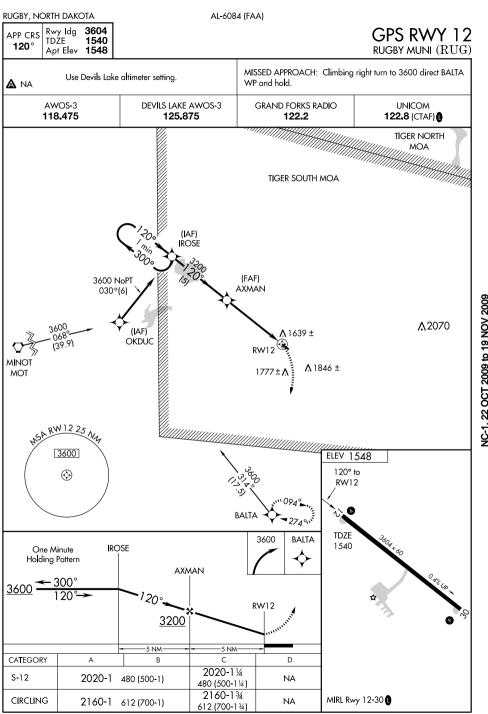


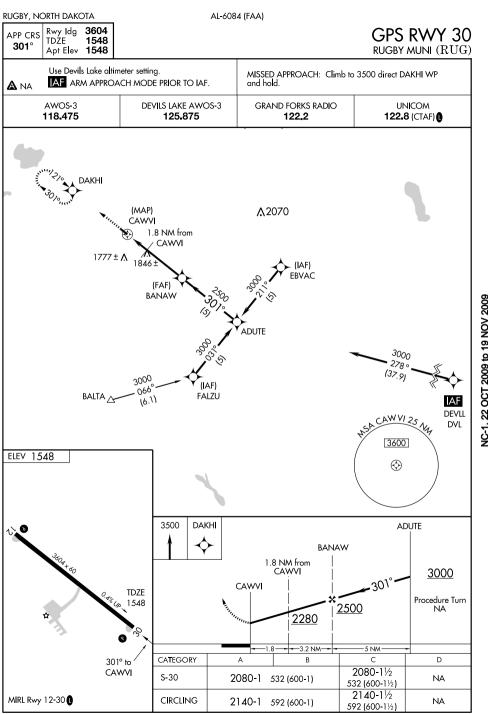


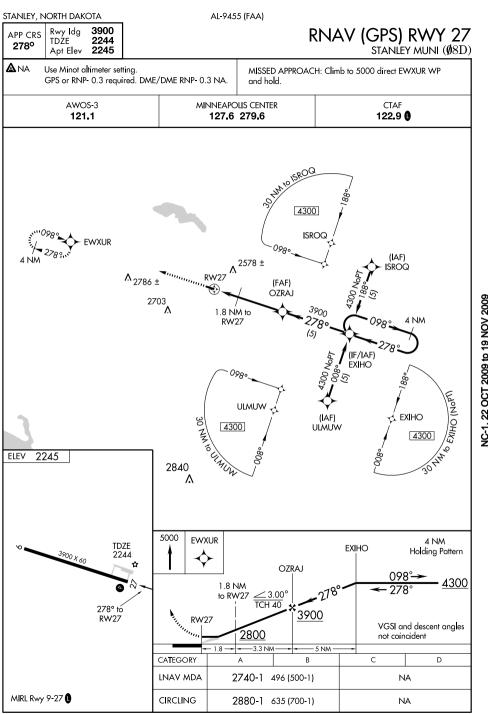


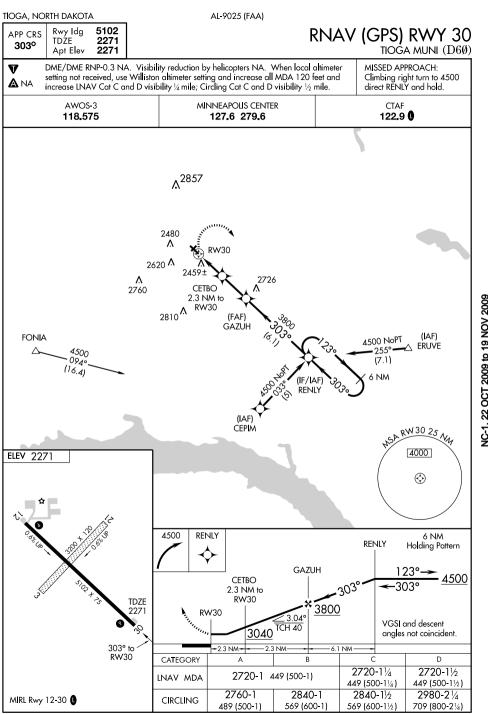


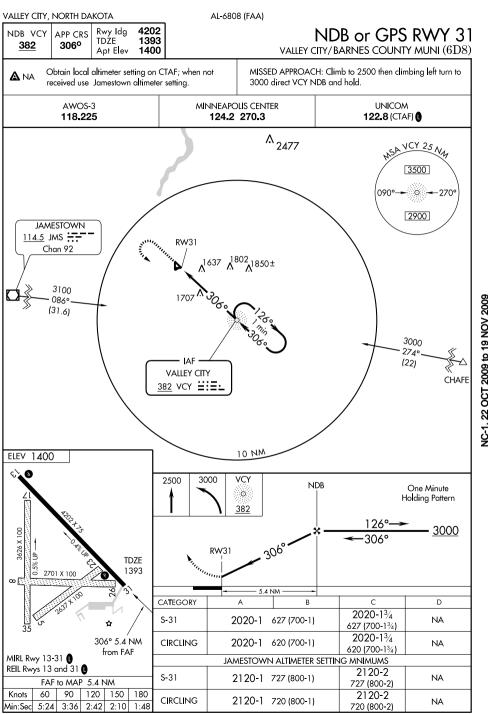


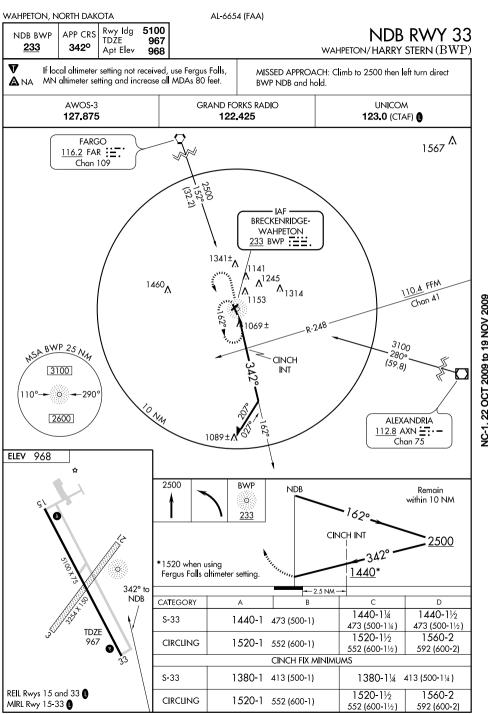


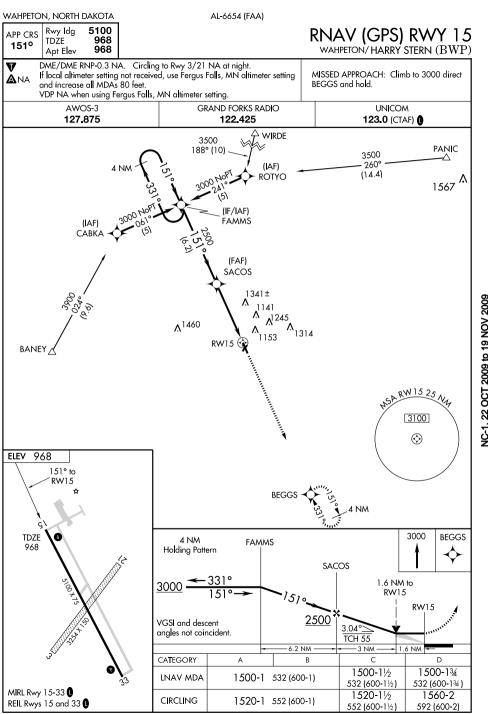




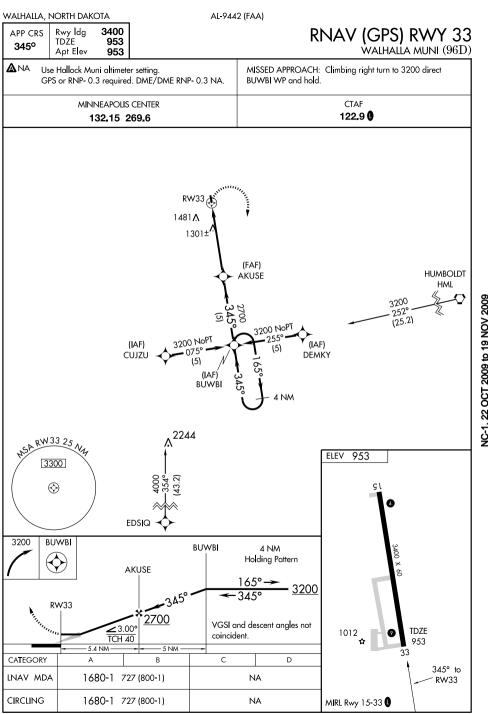


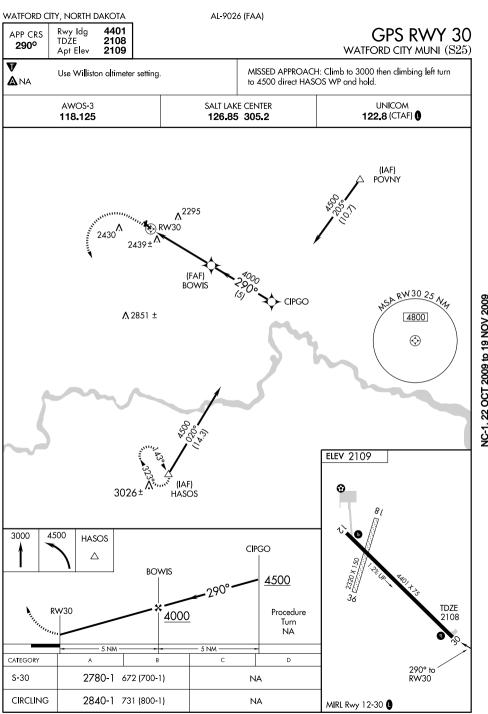


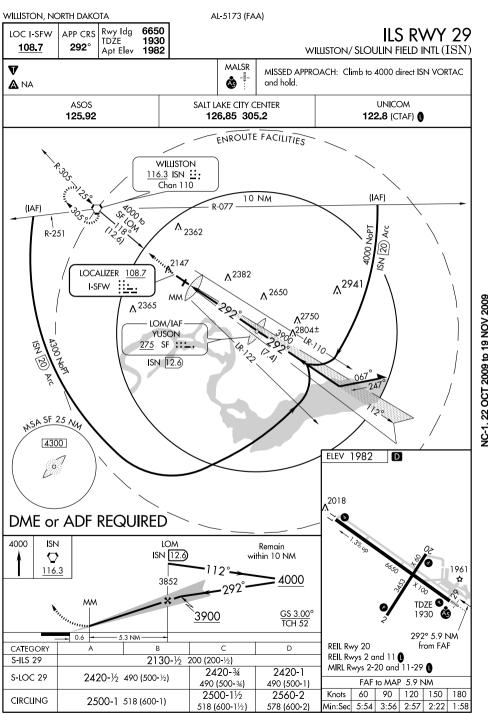


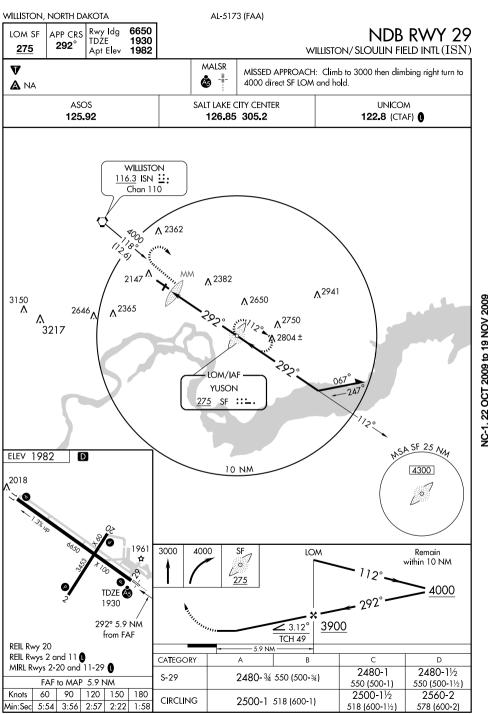


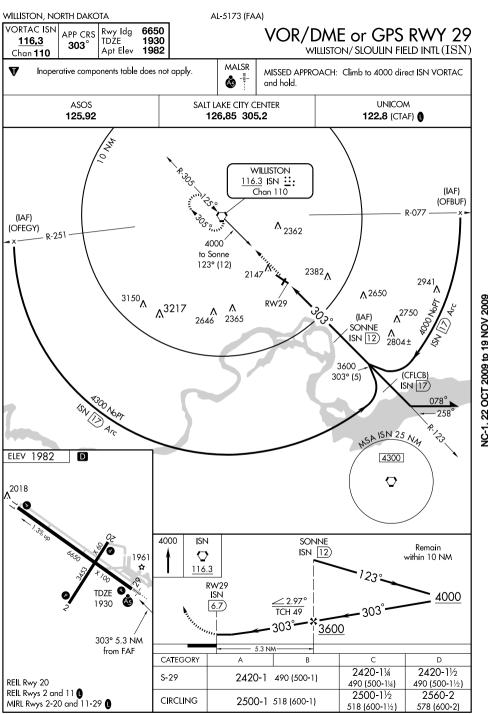
WAHPETON, NORTH DAKOTA AL-6654 (FAA) Rwy Ida 5100 RNAV (GPS) RWY 33 APP CRS TDŹE 967 331° WAHPETON/HARRY STERN (BWP) Apt Elev 968 DME/DME RNP-0.3 NA. V MISSED APPROACH: Climb to 3000 direct FAMMS If local altimeter setting not received, use Fergus Falls, MN **A** NA and hold. altimeter setting and increase all MDAs 80 feet. VDP NA when using Fergus Falls, MN altimeter setting AWOS-3 GRAND FORKS RADIO UNICOM 122,425 127.875 123.0 (CTAF) (PANIC NSA RW 33 25 Ny **FAMMS** 1567 3100 $\langle \! \rangle$ 3000 -188°-(22.5) 1341± 1141 ^¹²⁴⁵ Λ^{1460} ۸₁₁₅₃ NC-1 22 OCT 2009 to 19 NOV 2009 BANEY RW33 1069±4 (FAF) SATYO (IAF) 3000 NOP BRUKS ELEV 968 3000 NOPT (IAF) COINS (IF/IAF) BEGGS 3000 **FAMMS BEGGS** 4 NM Holding Pattern SATYO 1 NM to RW33 ≤ 3.04° RW33 TCH 55 2500 VGSI and descent angles TDZE not coincident. 967 1 NM - 3.6 NM-6.4 NM C D CATEGORY В 1320-11/4 331° to LNAV MDA 1320-1 353 (400-1) RW33 353 (400-11/4) MIRL Rwy 15-33 0 1520-11/2 1560-2 1520-1 552 (600-1) CIRCLING REIL Rwys 15 and 33 0 552 (600-1½) 592 (600-2)

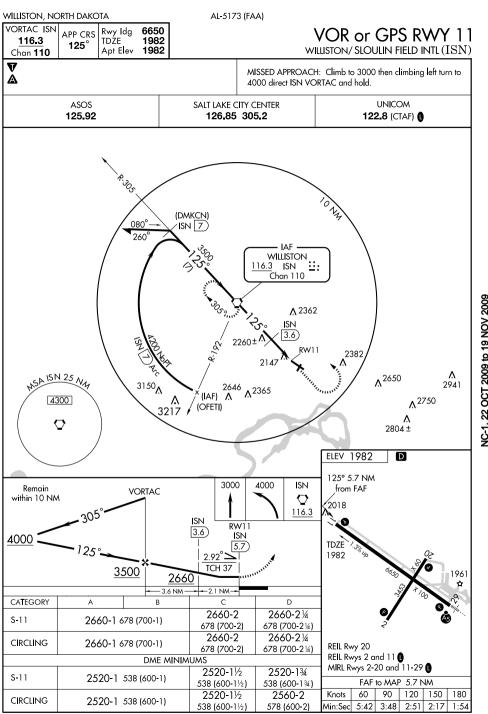












22 OCT 2009 to 19 NOV 2009

ALTERNATE MINS



INSTRUMENT APPROACH PROCEDURE CHARTS



IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME	ALTERNATE MINIMUMS	NAME	ALTERNATE MINIMUMS		
AINSWORTH, NE		BLAIR, NE			
AINSWORTH MUNI	RNAV (GPS) Rwy 13 ¹ RNAV (GPS) Rwy 17 ¹	BLAIR MUNI	RNAV (GPS) Rwy 13 RNAV (GPS) Rwy 31		
	RNAV (GPS) Rwy 311	NA when local wea			
	RNAV (GPS) Rwy 351	101111111111111111111111111111111111111	and not available.		
	VOR Rwy 35 ²	BROKEN BOW, NE			
¹ NA when local weath ² Category D, 800-21/4		BROKEN BOW MU	NI RNAV (GPS) Rwy 14 RNAV (GPS) Rwy 32		
3 , ,			VOR Rwy 14		
ALBION, NE			VOR/DME Rwy 32		
ALBION MUNI	NDB Rwy 33	NA when local wea	ther not available.		
	RNAV (GPS) Rwy 15				
	RNAV (GPS) Rwy 33	CHADRON, NE			
NA when local weath	er not available.	CHADRON MUNI	ILS Rwy 2 ¹² NDB Rwy 20 ¹		
ALLIANCE, NE			VOR/DME Rwy 2 ³⁴		
ALLIANCE MUNI	RNAV (GPS) Rwy 8		VOR/DME Rwy 20 ³⁵		
	RNAV (GPS) Rwy 12	¹ NA when Chadron			
	RNAV (GPS) Rwy 26		or operators with approved		
	RNAV (GPS) Rwy 30	weather reporting	service.		
	VOR Rwy 30	² ILS, 700-2.			
NA when local weath	er not available.	³ NA except for operators with approved			
ALIDODA NE		weather reporting			
AURORA, NE AURORA MUNI-			000-2; Category C, 1000-		
	RNAV (GPS) Rwy 16	2¾, Category D,	300-2; Categories C, D,		
AL FOITER FIELD	RNAV (GPS) Rwy 34	1300-3.	300-2, Categories C, D,		
NA when local weath		1300-3.			
NA WHEIT local Weath	er not available.	COLUMBUS, NE			
BEATRICE, NE			LOC/DME Rwy 141		
	RNAV (GPS) Rwy 1712	002011120011101111	VOR Rwy 14 ²		
	RNAV (GPS) Rwy 3512	¹ NA when local we	ather not available.		
	VOR Rwy 13 ¹²	² Category D, 800-			
	VOR Rwy 173	3 , ,			
	VOR Rwy 3512	DODGE CITY, KS			
¹ NA when local weath	ner not available.	DODGE CITY			
² Category D, 800-21/4.		RGNL	ILS or LOC Rwy 14		
³ Categories A,B, 1000-2; Categories C,D,			RNAV (GPS) Rwy 14		
1000-3.			RNAV (GPS) Rwy 32		
		NA when local wea	ther not available.		





NAME ALTERNATE MINIMUMS FALLS CITY, NE	NAME ALTERNATE MINIMUMS HUTCHINSON, KS
BRENNER FIELD RNAV (GPS) Rwy 32 NA when local weather not available.	HUTCHINSON MUNI ILS Rwy 13¹ LOC BC Rwy 31¹ NDB Rwy 13¹
FREMONT, NE FREMONT MUNI RNAV (GPS) Rwy 14	RNAV (GPS) Rwy 13 ² RNAV (GPS) Rwy 31 ²
NA when local weather not available.	¹ NA when control tower closed. ² NA when local weather not available.
GARDEN CITY, KS	
GARDEN CITY RGNL RNAV (GPS) Rwy 12	IMPERIAL, NE
RNAV (GPS) Ryw 17	IMPERIAL MUNI RNAV (GPS) Rwy 13
RNAV (GPS) Rwy 30	RNAV (GPS) Rwy 31
RNAV (GPS) Rwy 35	NA when local weather not available.
VOR/DME Rwy 17	
VOR/DME Rwy 30	KEARNEY,NE
VOR/DME Rwy 35	KEARNEY RGNL RNAV (GPS) Rwy 18
NA when local weather not available.	RNAV (GPS) Rwy 36
	NA when local weather not available.
GRANDISLAND, NE	
CENTRAL NEBRASKA	LAWRENCE, KS
RGNLILS or LOC Rwy 35 ¹	LAWRENCE MUNIILS or LOC Rwy 331
RNAV (GPS) Rwy 13 ²	RNAV (GPS) Rwy 15
RNAV (GPS) Rwy 17 ²	RNAV (GPS) Rwy 33
RNAV (GPS) Rwy 31 ²	VOR/DME-A
RNAV (GPS) Rwy 35 ² VOR/DME Rwy 31 ²	NA when local weather not available. 1ILS, Category C, 700-2.
¹ DME required.	
² NA when local weather not available.	LEXINGTON, NE JIM KELLY FIELD
GREATBEND, KS	LEXINGTON, NE JIM KELLY FIELDRNAV (GPS) Rwy 14 RNAV (GPS) Rwy 32
GREATBEND, KS	JIM KELLY FIELD RNAV (GPS) Rwy 14
	JIM KELLY FIELD RNAV (GPS) Rwy 14 RNAV (GPS) Rwy 32
GREATBEND, KS GREAT BEND MUNI NDB Rwy 35	JIM KELLY FIELD RNAV (GPS) Rwy 14 RNAV (GPS) Rwy 32
GREAT BEND, KS GREAT BEND MUNI	JIM KELLY FIELD
GREAT BEND, KS GREAT BEND MUNI	JIM KELLY FIELD
GREAT BEND, KS GREAT BEND MUNI	JIM KELLY FIELD
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GREAT BEND, KS GREAT BEND MUNI	JIM KELLY FIELD
GREAT BEND, KS GREAT BEND MUNI	JIM KELLY FIELD

A when local weather not available.
¹Category C, 800-2¼;Category D, 800-2½.



09183



NAME ALTERNATE MINIMUMS MC COOK, NE MC COOK RGNL ILS or LOC/DME Rwv 12 RNAV (GPS) Rwy 12 RNAV (GPS) Rwy 30 VOR Rwy 12 VOR Rwy 30 NA when local weather not available.

MC PHERSON, KS MC PHERSON RNAV (GPS) Rwy 18

RNAV (GPS) Rwy 36

NA when local weather not available.

NEBRASKA CITY, NE

NEBRASKA CITY MUNI ... RNAV (GPS) Rwy 15 RNAV (GPS) Rwy 33

NA when local weather not available.

NEWTON, KS

NEWTON-CITY-COUNTY . ILS or LOC Rwy 17 RNAV (GPS) Rwy 17

RNAV (GPS) Rwy 35 VOR/DME-A

NA when local weather not available.

NORFOLK.NE

KARL STEFAN

MEMORIAL RNAV (GPS) Rwy 1

RNAV (GPS) Rwy 19

NA when local weather not available.

NORTH PLATTE. NE

NORTH PLATTE RGNL AIRPORT

LEE BIRD FIELD ILS or LOC Rwy 30 DME required.

OGALLALA, NE

SEARLE FEILD RNAV (GPS) Rwv 8 RNAV (GPS) Rwy 26

NA when local weather not available.

OLATHE.KS

NEW CENTURY

AIR CENTERILS or LOC Rwy 3612 RNAV (GPS) Rwy 182 RNAV (GPS) Rwy 362

VOR-A2 ¹NA when control tower closed

²NA when local weather not available.

NAME OMAHA. NE

EPPLEY

AIRFIELDILS or LOC/DME Rwv 14L1 ILS or LOC/DME Rwy 14R1

ILS or LOC/DME Rwy 181 ILS or LOC Rwy 32L3

ALTERNATE MINIMUMS

ILS or LOC 32R² ILS Rwv 361 RNAV (GPS) Rwv 14L4 RNAV (GPS) Rwy 14R4 RNAV (GPS) Rwy 184

RNAV (GPS) Rwv 32L5 RNAV (GPS) Rwv 32R6 RNAV (GPS) Rwv 364 6097VOR Rwy 32L4

¹ILS, Categories A,B, 700-2; Category C, 800-2; Category D, 800-21/4. LOC, Category D. 800-21/4.

2ILS, Categories A.B.C. 700-2: Category D. 700-21/4. LOC, Category D, 800-21/4.

3ILS, Categories A,B,C, 800-2; Category D, 800-21/4. LOC, Category D,800-21/4.

4Category D, 800-21/4. ⁵Category D, 800-2½.

6Categories A,B,C,D, 800-21/2.

MILLARD RNAV (GPS) Rwy 12 RNAV (GPS) Rwy 30

NA when local weather not available.

O'NEILL, NE

THE O'NEILL MUNI-

JOHN L BAKER FIELD RNAV (GPS) Rwy 13 RNAV (GPS) Rwv 31

NA when local weather not available.

ORD.NE

EVELYN SHARP FIELD NDB Rwy 131 RNAV (GPS) Rwv 13 RNAV (GPS) Y Rwv 31 RNAV (GPS) Z Rwy 31

NA when local weather not available.

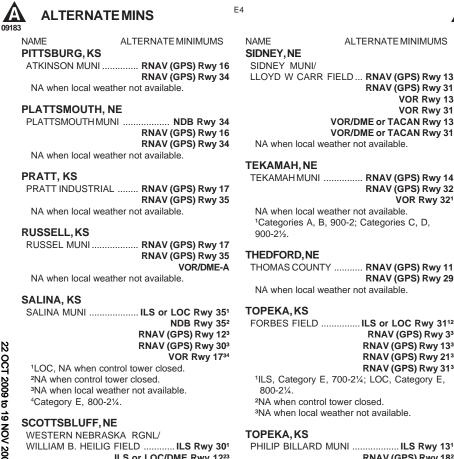
¹Categories A, B, 1000-2.

PARSONS, KS

TRI-CITY RNAV (GPS) Rwy 17 RNAV (GPS) Rwy 35 VOR/DME Rwy 17

NA when local weather not available.





ILS or LOC/DME Rwv 1223

RNAV (GPS) Rwy 53 RNAV (GPS) Rwy 1234 RNAV (GPS) Rwy 233 RNAV (GPS) Rwy 303 VOR/DME Rwv 53 VOR or TACAN Rwv 233

¹ILS, Category D, 700-2.

2ILS, Categories A,B,C, 700-2; Category D, 700-21/4. LOC, Category D,800-21/4.

3NA when local weather not available.

4Category D. 800-21/4.

VOR Rwy 31

VOR/DME or TACAN Rwv 31

RNAV (GPS) Rwv 32 VOR Rwv 321

FORBES FIELDILS or LOC Rwy 3112 RNAV (GPS) Rwy 33 RNAV (GPS) Rwy 133 RNAV (GPS) Rwy 213

RNAV (GPS) Rwv 182 RNAV (GPS) Rwv 222

¹LOC. NA when control tower closed.

²NA when local weather not available.

VALENTINE. NE

MILLER FIELD NDB Rwv 32.900-2.





NAME **ALTERNATE MINIMUMS** WICHITA, KS

COLONEL

JAMES JABARA ILS or LOC/DME Rwy 181 RNAV (GPS) Rwy 182

RNAV (GPS) Rwy 362 RNAV (GPS)-E2

VOR-A2

NA when local weather not available.

1ILS, Category D, 700-21/4; LOC, Category D, 800-21/4.

²Category D, 800-21/4.

WICHITA

MID-CONTINENT ILS or LOC Rwy 1L1

ILS or LOC Rwy 1R1 ILS Rwy 19R1

ILS or LOC Rwy 19L2

VOR Rwy 143

¹LOC, Category E, 800-21/4.

²Category E, 800-21/4.

3Category A, B, 900-2; Category C, 900-21/2;

Category D, 900-234.

YORK, NE

YORK MUNI RNAV (GPS) Rwy 17 RNAV (GPS) Rwy 35

NA when local weather not available.

RADAR INSTRUMENT APPROACH MINIMUMS

MARSHALL AAF (KFRI), KS (Fort Riley) (08241 USA)

FI FV 1065

HAT/

RADAR - (E) 120.35 254.35 T

	RWY	GS/TCH/RPI	CAT	DH MDA-VIS	HATh/ HAA	CEIL-VIS
PAR	4	3.0°/36/683	ABCD	1265-¾	200	(200-3/4)
ASR	4		AB C D	1700-1 1700-1¾ 1700-2	635 635 635	(700-1) (700-1 ³ / ₄) (700-2)
	22		AB C D	1680-1 1680-1¾ 1680-2	616 616 616	(700-1) (700-1 ³ / ₄) (700-2)
CIR	All Rwy ¹		AB C D	1700-1 1700-1¾ 1760-2¼	635 635 695	(700-1) (700-1¾) (700-2¼)

Lost Communications (All Rwys): As directed on initial contact. ¹Circling not authorized NW of RWY 4-22.

OFFUTT AFB (KOFF), NE (Omaha) (Amdt 1 08017 USAF) RADAR - (E) 127.85 135.35 281.5 290.550 298.875 335.5 340.9 378.8 \(\nabla \)

FI FV 1052

	<u>RWY</u>	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ <u>HAA</u>	CEIL-VIS
PAR ¹	30 ⁴⁵⁶	2.8°/57/1178	ABCDE	1189 /24	200	(200-½)
	12 ²³⁵⁷⁸	3.0°/46/1066	ABCDE	1293 /50	250	(300-1)

1PAR opr 1200-0400Z++ Mon-Fri, with option to close PAR early upon termination of 55th WG flying, Sat-Sun operations will be on call only, NO-NOTAM preventive maint sked: PAR 1300-1500Z++ Wed and Fri. ²When ALS inop, RVR/vis increase not required. ³VGSI and procedure TCH not coincident. 4When ALS inop, increase CAT ABCDE RVR to 40 and VIS to 3/4. ⁵CAUTION: Extensive light aircraft in vicinity Millard Muni. ⁶MISSED APPROACH: Climb and maintain 3000, fly heading 304°. Expect RADAR Vectors. 7CAUTION: Terrain 1053' MSL, 200' to 250' from threshold, 360' to 400' left of course. USAF: When VGSI INOP, straight in procedures to Rwy 12 at night requires approval from MAJCOM DO or equivalent. 8MISSED APPROACH: Climb and maintain 3000, fly heading 124°. Expect RADAR Vectors.

INSTRUMENT APPROACH PROCEDURE CHARTS

VIFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude, and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSI

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military takeoff minima, refer to appropriate service directives.

NAME

TAKE-OFF MINIMUMS

AINSWORTH. NE

374' right of centerline, 3' AGL/2589' MSL.

AINSWORTH MUNI (ANW) ORIG 08157 (FAA)

NOTE: Rwy 31, fence 81' from departure end of runway,

ALBION. NE

ALBION MUNI (BVN)

AMDT 1 08269 (FAA)

NOTE: Rwy 15, trees beginning 370' from departure end of runway, 72' left of centerline up to 98' AGL/1868' MSL. Fence and trees beginning 4' from departure end of runway, 114' right of centerline, up to 61' AGL/1831' MSL. Rwy 33, trees vehicles, terrain, and equipment beginning 93' from departure end of runway, 24' right of centerline, up to 52' AGL/1871' MSL. Trees, building, and equipment 175' from departure end of runway, 12' left of centerline, up to 57' AGL/1863' MSL.

ATKINSON. NE

STUART-ATKINSON MUNI (8V2) ORIG 98225 (FAA)

TAKE-OFF MINIMUMS: Rwvs 5.23. NA.

NAME TAKE-OFF MINIMUMS

AURORA.NE

AURORA MUNI - AL POTTER FIELD (AUH) ORIG 08269 (FAA)

NOTE: Rwy 16, trees beginning 74' from departure end of runway, 436' left of centerline, up to 70' AGL/1876' MSL. Vehicles on roadway beginning 396' from departure end of runway, left and right of centerline, up to 15' AGL/ 1814' MSL. Tree 614' from departure end of runway, 577' right of centerline, 50' AGL/1859' MSL. Rwy 34, fence 9' from departure end of runway, 470' left of centerline, 4' AGL/1806' MSL. Vehicles on roadway beginning 93' from departure end of runway, 511' left of centerline, up to 15' AGL/1824' MSL. Tree 135' from departure end of runway, 417' right of centerline, 12' AGL/1812' MSL. Wood power poles beginning 320' from departure end of runway, 289' left of centerline, up to 61' AGL/1863' MSL. Vehicles on roadway beginning 480' from departure end of runway, left and right of centerline, up to 15' AGL/ 1824' MSL. Trees beginning 722' from departure end of runway, 376' left of centerline, up to 46' AGL/1847' MSL. Chimney 770' from departure end of runway, 500' left of centerline, 24' AGL/1827' MSL. Antennas beginning 802' from departure end of runway, 479' left of centerline,

BASSETT, NE

ROCK COUNTY (RBE) AMDT 1 89068 (FAA)

up to 35' AGL/1835' MSL.

TAKE-OFF MINIMUMS: Rwys 2, 13, 20, 31, 300-1.

9295

BEATRICE.NE

BEATRICE MUNI (BIE)

ORIG 08045 (FAA)

DEPARTURE PROCEDURE: Rwv 17. Climb heading 173° to 1900 before proceeding on course.

BELOIT, KS

MORITZ MEMORIAL (K61)

AMDT 1 94118 (FAA)

TAKE-OFF MINIMUMS: Rwvs 4. 8. 22. 26. NA. DEPARTURE PROCEDURE: Rwys 17, 35, climb to 2400 before turning east on course.

BLAIR.NE

BLAIR MUNI (BTA)

ORIG 09183 (FAA)

DEPARTURE PROCEDURE: Rwv 13, climbon a heading between 124° CCW to 314° from DER or minimum climb of 239' per NM to 3000 for all other COLUMN

NOTE: Rwv 13, rising terrain beginning at DER, 183' right of centerline, up to 1319 MSL, Rwv 31, trees beginning 434' from DER, 1' right of centerline, up to 35'AGL/1364'MSL

BROKENBOW.NE

BROKEN BOW MUNI (BBW)

AMDT 2 90123 (FAA)

TAKE-OFF MINIMUMS: Rwv 14, 500-1, Rwv 32, 400-1,

CLAY CENTER. KS

CLAY CENTER MUNI (CYW)

ORIG 84033 (FAA)

TAKE-OFF MINIMUMS: Rwy 17, 300-1.

COFFEYVILLE, KS

COFFEYVILLE MUNI (CFV)

ORIG 97002 (FAA)

TAKE-OFF MINIMUMS: Rwv 4.17.22.35.300-1.

COLBY, KS

SHALZ FIELD (CBK)

ORIG 08269 (FAA)

TAKE-OFF MINIMUMS: Rwys 4, 12, 22, 30, N/A-Environmental.

NOTE: Rwy 17, terrain beginning 7' from departure end of runway, 193' right of centerline, up to 3156' MSL, Trees beginning 3708' from departure end of runway, 1072' right of centerline, up to 100' AGL/3249' MSL. Vehicle and road beginning 550' from departure end of runway. 35' left to right of centerline, 15' AGL/3174' MSL. Rwy 35, terrain beginning 205' from departure end of

runway, 248' left of centerline, up to 3196' MSL.

COLUMBUS. NE

COLUMBUS MUNI (OLU)

AMDT 5 05244 (FAA) TAKE-OFF MINIMUMS: Rwy 2, 300-1 or std. with a min.

climb of 331' per NM to 1800. NOTE: Rwv 2, tower 4681' from departure end of runway. 976' left of centerline, 141' AGL/1624' MSL, Pole 5533' from departure end of runway, 1626' left of centerline.

110'AGL/1632'MSL, Rwv 14, multiple trees and antenna beginning 2378' from departure end of runway. 934' left of centerline, up to 71' AGL/1508' MSL, Rwv 20. tower 3378' from departure end of runway, 1053' left of centerline, 131' AGL/1570' MSL, Rwv 32, multiple tree and towers beginning 2976' from departure end of runway, 284' right of centerline, 65' AGL/1525' MSL. Tower 3157' from departure end of runway, 254' left of centerline, 73' AGL/1527' MSL.

CONCORDIA, KS

BLOSSER MUNI (CNK)

AMDT 1 99084 (FAA)

TAKE-OFF MINIMUMS: Rwvs 3, 12, 21, 30, NA

COZAD. NE

COZAD MUNI (CZD)

AMDT 1 08157 (FAA)

TAKE-OFF MINIMUMS: Rwys 18,36, NA-

Environmental. NOTE: Rwv 13, grain elevators 3968' from departure end of runway, 103' right of centerline, 157' AGL/2678' MSL.

Multiple poles beginning 13' from departure end of runway, 372' right of centerline, up to 43' AGL/2540' MSL. Multiple buildings beginning 97' from departure end of runway, 356' right of centerline, up to 18' AGL/ 2515' MSL, Fueltank 22' from departure end of runway. 372' right of centerline, 13' AGL/2509' MSL, Antenna on grain elevator, 3672' from departure end of runway, 392' left of centerline, 189' AGL/2678' MSL, Multiple trees beginning 222' from departure end of runway, 24' left of centerline, up to 68' AGL/2562' MSL. Grain elevator 5482' from departure end of runway, 1120' from departure end of runway, 170' AGL/2660' MSL. Building light 5439' from departure end of runway, 1086' left of centerline, 167' AGL/2657' MSL. Multiple light poles beginning 290' from departure end of runway, 370' left of centerline, up to 57' AGL/2551' MSL, Multiple satellite dishes beginning 870' from departure end of runway, 432' left of centerline, up to 54' AGL/2549' MSL. Multiple buildings beginning 141' from departure end of runway, 88' left of centerline, up to 56' AGL/2550' MSL. Fence 1' from departure end of runway, 369' left of centerline, 4' AGL/2500' MSL . Diving board 575' from departure end of runway, 572' left of centerline, 13' AGL/ 2513' MSL. Rwy 31, multiple trees and buildings

beginning 136' from departure end of runway, 450' right

of centerline, up to 100' AGL/2604' MSL. Building 608' from departure end of runway, 547' left of centerline, up

to 50' AGL/2554' MSL.

CRETE.NE

CRETE MUNI (CEK)

AMDT 1 08213 (FAA)

TAKE-OFF MINIMUMS: Rwvs 13.31. NA -Environmental

NOTE: Rwv 17, numerous trees 193' from departure end of runway, 164' left of centerline, 42' AGL/1509' MSL Numerous trees 18' from departure end of runway 298' right of centerline, 20' AGL/1486' MSL, Rwv 35. numerous trees and building 201' from departure end of runway 259' right of centerline 62' AGL /1580' MSL Buildings 72' from departure end of runway, 400' left of centerline, 20' AGL/1514' MSL.

DAVID CITY, NE

DAVID CITY MUNI (93Y)

ORIG 06327 (FAA)

TAKE-OFF MINIMUMS: Rwvs 1.19. NA-turf runways. NOTE: Rwv 14, trees 2062' from departure end of runway. 1041' right of centerline, 75' AGL/1689' MSL, Rwv 32. highway 883' from departure end of runway, 715' left of centerline, 15' AGL/1636' MSL, Trees 1793' from departure end of runway, 221' left of centerline, 75' AGL/ 1694'MSI

ELKHART.KS

FI KHART-MORTON COUNTY (FHA)

ORIG 03303 (FAA)

TAKE-OFF MINIMUMS: Rwv 22, 500-114 or std. with a min, climb of 237' per NM to 4300.

NOTE: Rwy 22, tower 4964' from departure end of runway. 3935' right of centerline, 403' AGL/4023' MSL,

EMPORIA.KS

EMPORIA MUNI (EMP)

ORIG 07298 (FAA)

TAKE-OFF MINIMUMS: Rwv 19, 400-3 or std. with a min, climb 225' per NM to 1800'.

NOTE: Rwv 19, tree and bush 66' from departure end of runway, 283' left of centerline, up to 40' AGL/1226' MSL. Tower 2.4 NM from departure end of runway, 3901' right of centerline, 300' AGL/1565' MSL.

EUREKA.KS

EUREKA MUNI (13K) ORIG 84327 (FAA)

> TAKE-OFF MINIMUMS: Rwv 18, 600-3 or std. with a min. climb 345' per NM to 2000.

FAIRBURY.NE

FAIRBURY MUNI (FRY)

ORIG 08213 (FAA)

TAKE-OFF MINIMUMS: Rwvs 11.29. NA-VFR/Turf Rwv. NOTE: Rwy 17, multiple trees beginning 7' from departure end of runway, 463' right of centerline, up to 53' AGL/1507' MSL. Multiple poles beginning 587' from departure end of runway 481' right of centerline, up to 38' AGL/1492' MSL. Light tower 573' from departure end of runway, 612' right of centerline, 46' AGL/1501' MSL. Satellite dish 531' from departure end of runway 571' right of centerline, up to 38' AGL/1494' MSL, Rwv 35. multiple poles beginning 93' from departure end of runway, 319' left of centerline, up to 29' AGL/1508' MSL Poles beginning 849' from departure end of runway, 415' right of centerline, up to 26' AGL/1503' MSL. Fence 79'

from departure end of runway, 417' left of centerline, 4'

AGI /1483'MSI **FALLS CITY. NE**

BRENNER FIELD (FNB)

AMDT 3 03247 (FAA)

TAKE-OFF MINIMUMS: Rwv 32, 300-1 or std. with a min, climb of 266' per NM to 1200.

DEPARTURE PROCEDURE: Rwy 14, climb via heading 144° to 1700 before turning right.

NOTE: Rwv 14. pole 256' from departure end of runway, 463' right of centerline, 25' AGL/990' MSL. Catenary 294' from departure end of runway, 401' right of centerline, 24' AGL/989' MSL. Tree 2889' from departure end of runway, 582' right of centerline, 55' AGL/1053' MSL. Rwv 32, tree 3360' from departure end of runway, 856' left of centerline, 100' AGL/1099' MSL.

FORTLEAVENWORTH.KS

SHERMAN AAF (FLV)

ORIG 05300 (FAA)

DEPARTURE PROCEDURE: Rwv 15, Climb via heading 155° to 1700 before turning southwest.

NOTE: Rwv 15, road 79' from departure end of runway. across departure course, up to 15' AGL/779' MSL. Building 400' from departure end of runway, 580' left of centerline, 28' AGL/788' MSL, pumphouse 444' from departure end of runway, 564' left of centerline, 23' AGL/ 783' MSL, boats 1063' from departure end of runway. across departure course, up to 45' AGL/800' MSL, trees 2165' from departure end of runway, across departure course, up to 75' AGL/838' MSL. Rwv 33, multiple trees. and poles beginning 117' from departure end of runway on centerline, up to 100' AGL/879' MSL, levee 187' from departure end of runway, on centerline, 35' AGL/782'



FORT SCOTT, KS

FORT SCOTT MUNI (ESK)

ORIG 07242 (FAA)

NOTE: Rwv 18, multiple trees beginning 673' from

departure end of runway, 275' left of centerline, up to 43' AGI /962' MSI Vehicle on road 621' from departure end

of runway, 25' left of centerline, 15' AGL/935' MSL. Tree 654' from departure end of runway 214' right of

centerline, 28' AGL/947' MSL. Fence 193' from

departure end of runway, 370' right of centerline, 8' AGL/ 926' MSL. Rwv 36, multiple trees beginning 137' from departure end of runway, 305' left of centerline. up to 43' AGL/952' MSL. Fence 204' from departure end of

runway, 284' left of centerline, 8' AGL/911' MSL.

Multiple trees beginning 359' from departure end of

runway 399' right of centerline, up to 44' AGL /933' MSL

FREMONT.NE

FREMONT MUNI (FET)

AMDT 5 08101 (FAA) TAKE-OFF MINIMUMS: Rwv 19, 600-21/2 with a min.

climb of 370 per NM to 2000. DEPARTURE PROCEDURE: Rwv 19, Climb heading

185° to 1800 before proceeding on course NOTE: Rwv 1. vehicle plus road beginning 213' from departure end of runway, 430' left and right of centerline.

up to 15' AGL/1224' MSL. Tree 3771' from departure end of runway, 741' left of centerline, 100' AGL/1299' MSL. Tree 3349' from departure end of runway, 803' right of centerline, 100' AGL/1294' MSL, Rwv 14, tree 1248' from departure end of runway, 148' right of centerline, 100' AGL/1304' MSL. Vehicle plus road 513' from departure

end of runway, 272' right of centerline, 15' AGL/1219' MSL. Rwy 19, vehicle plus road 531' from departure end of runway, 269' left of centerline, 15' AGL/1219' MSL. Tree 1222' from departure end of runway, 255' right of centerline, 100' AGL/1304' MSL. Rwy 32, multiple trees beginning 2053' from departure end of runway, 455' left

of centerline, up to 84' AGL/1288' MSL. Multiple street

lights beginning 1433' from departure end of runway,

465' right of centerline, up to 41' AGL/1246' MSL.

GARDEN CITY, KS

GARDEN CITY RGNL (GCK)

ORIG 07186 (FAA)

NOTE: Rwy 12, multiple trees beginning 585' from departure end of runway, 431' left of centerline, up to 52' AGL/2926' MSL.

RENNER FIELD/GOODLAND MUNI (GLD)

TAKE-OFF MINIMUMS: Rwv 17. NA.

DEPARTURE PROCEDURE: Rwv 23. climb via heading

234° to 4300 before turning south

NOTE: Rwv 12, road 510' from departure end of runway.

544' left of centerline 3665' MSI Rwy 17, rod on dome

1738' from departure end of runway, 12' right of

departure end of runway, 62' right of centerline, 49' AGL/

3700' MSL. Pole 1293' from departure end of runway.

531' right of centerline, 49' AGL/3689' MSL, Rwy 23.

road 683' from departure end of runway, 167' right of centerline, 3679' MSL. Terrain 62' from departure end of runway, 297' right of centerline, 3659' MSL. Tower 1218' from departure end of runway, 5347' left of

centerline, 380' AGL/4080' MSL, Rwv 30, rail on silo

36' AGL/3675' MSL. Tree 153' from departure end of

721' from departure end of runway 567' left of centerline

runway, 241' left of centerline, 16' AGL/3658' MSL, Tree

216' from departure end of runway, 391' left of centerline.

runway, 460' left of centerline, 34' AGL/3676' MSL. Tree

DEPARTURE PROCEDURE: Rwvs 22, 29, climb runway

TAKE-OFF MINIMUMS: Rwv 32, 300-1 or std. with a

NOTE: Rwv 13. tree 1334' from departure end of runway.

NOTE: Rwy 15, post 7' from departure end of runway, 297' left of centerline, 4' AGL/3424' MSL. Post 5' from departure end of runway, 300' left of centerline, 5' AGL/ 3424' MSL. Road with vehicle 524' from departure end of runway, 525' left of centerline, 17' AGL/3442' MSL. Trees beginning 128' from departure end of runway, 304' left of centerline, up to 100' AGL/3442' MSL. Rwy 33, terrain 107' from departure end of runway, 352' left of centerline, 0' AGL/3426' MSL. Fence 226' from departure end of runway, 505' left of centerline, 8' AGL/ 3430' MSL. Terrain beginning 102' from departure end of runway, 199' right of centerline, up to 0' AGL/3429'

17' AGL/3659' MSL. Tree 1030' from departure end of

1096' from departure end of runway, 641' right of

centerline, 35' AGL/3674' MSL.

TAKE-OFF MINIMUMS: Rwy 29, 300-1.

heading to 4400 before turning.

min. climb of 300' per NM to 2800.

CENTRAL NEBRASKA RGNL (GRI)

730' left of centerline, 39' AGL/1881' MSL.

GORDON MUNI (GRN)

AMDT 2 90291 (FAA)

GOTHENBURG.NE

QUINN FIELD (GTE)

AMDT 1 81106 (FAA)

GRANDISLAND, NE

ORIG 07354 (FAA)

GRANT. NE GRANT MUNI (GGF) ORIG 08213 (FAA)

GORDON.NE

centerline 87' AGL/3746' MSL, Rod on OL AMOM 1252' from departure end of runway 550' right of centerline, 37' AGL/3689' MSL. Tower 1700' from

AMDT 4 03303 (FAA)

GOODI AND KS

MSL. Fence 3' from departure end of runway, 496' right of centerline, 4' AGL/3426' MSL. $oldsymbol{
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GREATBEND, KS

GREAT BEND MUNI (GBD)
ORIG 08325 (FAA)

ORIG 08325 (FAA)

DEPARTURE PROCEDURE: **Rwy 35**, climb heading 352° to 3200 before turning eastbound.

NOTE: **Rwy 35**, tree 1312' from departure end of runway, 826' left of centerline 62' AGI /1946' MSI

HASTINGS, NE

HASTINGS MUNI (HSI)

AMDT 3 09071 (FAA)

DEPARTURE PROCEDURE: **Rwy 4**, climb heading 090° to 3000 before proceeding on course. **Rwy 32**,

climb heading 323° to 2500 before turning right.

NOTE: Rwy 14, vehicle on road 202' from DER, 386' left of centerline, 15' AGL/1952' MSL. Tree 625' from DER, 498' right of centerline, 17' AGL/1961' MSL. Lightpole 620' from DER, 657' right of centerline, 35' AGL/1977' MSL. Multiple trees beginning 835' from DER, 558' left of centerline, up to 61' AGL/2010' MSL.

HAYS. KS

HAYS RGNL (HYS)

AMDT 2 92180 (FAA)

DEPARTURE PROCEDURE: Rwy 34, westbound departures (160° CW340°) climb runway heading 3100 before proceeding on course.

HEBRON.NE

HEBRON MUNI (HJH)

ORIG 85115 (FAA)

TAKE-OFF MINIMUMS: Rwys 3,12,21,30,300-1.
DEPARTURE PROCEDURE: All Rwys: climb straight ahead to 1700 before proceeding on course.

HILL CITY, KS

HILL CITY MUNI (HLC)

ORIG 06047 (FAA)

TAKE-OFF MINIMUMS: Rwy 17, 200-1 or std. with a

min. climb of 380' to 2500.

DEPARTURE PROCEDURE: **Rwy 35**, climb via

heading 352° to 3100 before turning left.

NOTE: Rwy 17, tower 3423' from departure end of runway, 1085' left of centerline, 145' AGL/2345' MSL. Tree 633' from departure end of runway, 449' right of centerline, 52' AGL/2221' MSL, Multiple trees beginning 694' from departure end of runway, 189' left of centerline, 40' AGL/2211' MSL. Multiple trees. beginning 696' from departure end of runway 289' left of centerline, 40' AGL/2213' MSL. Multiple trees 790' from departure end of runway, 441' right of centerline, 48' AGL/2214' MSL. Tree 878' from departure end of runway, 122' left of centerline, 40' AGL/2210' MSL. Tree 899' from departure end of runway, 220' right of centerline, 54' AGL/2212' MSL. Multiple trees 893' from departure end of runway, 193' left of centerline, 70' AGL/ 2211'MSL, Tree 945' from departure end of runway. 229' right of centerline, 65' AGL/2213' MSL. Rwy 35, tree 1529' from departure end of runway, 94' left of

centerline, 36' AGL/2279' MSL. Power pole 2433' from

AGL/2308' MSL. Power pole 2447' from departure end

of runway, 785' right of centerline, 41' AGL/2311' MSL.

departure end of runway, 1046' right of centerline, 48'

HOLDREGE,NE BREWSTER FIELD (HDE)

AMDT 2 98113 (FAA)

AMDT 2 98113 (FAA)
TAKE-OFF MINIMUMS: Rwys 11, 29, NA.

DEPARTURE PROCEDURE: **Rwy 18**, climb runway heading to 3800 before turning right. **Rwy 36**, climb runway heading to 3600 before turning left.

HUGOTON, KS

HUGOTON MUNI (HQG)

AMDT 1 07186 (FAA)

TAKE-OFF MINIMUMS: Rwv 31. NA-obstacles.

DEPARTURE PROCEDURÉ: **Rwy 2**, climb heading 016° to 3800 before turning right.
NOTE: **Rwy 2**, multiple poles, hangars, and vehicle on road beginning 25' from departure end of runway, 334'

road beginning 25 'from departure end of runway, 334' left of centerline, up to 43' AGL/3167' MSL. Pole and fence beginning 19' from departure end of runway, 304' right of centerline, up to 33' AGL/3157' MSL. Rwy 20, vehicle on road 1' from departure end of runway, 371' right of centerline, 15' AGL/3153' MSL. Vehicle on road 203' from departure end of runway, 369' left of centerline, 15' AGL/3148' MSL.

HUTCHINSON, KS

HUTCHINSON MUNI (HUT)

AMDT 4 92233 (FAA)

TAKE-OFF MINIMUMS: Rwys 4,22,300-1 or std. with a min. climb of 370' per NM to 1700.

DEPARTURE PROCEDURE: **All Rwys**, eastbound departures (030° CW 130°) climb runway heading to 3300 before turning.

IMPERIAL, NE

IMPERIAL MUNI (IML)

AMDT 2 96228 (FAA)

TAKE-OFF MINIMUMS: **Rwy 21**, 300-1 or std. with a min. climb of 260' per NM to 3700.

INDEPENDENCE, KS

INDEPENDENCE MUNI (IDP)

ORIG 08325 (FAA)

NOTE: Rwy 4, trees beginning 2911' from departure end of runway, 1236' left of centerfline, up to 100' AGL/929' MSL. Tree 1878' from departure end of runway, 236' right of centerline, 52' AGL/871' MSL. Rwy 17, trees beginning 1402' from departure end of runway, 696' left of centerline, up to 31' AGL/860' MSL. Rwy 35, obstruction light on DME 1002' from departure end of runway, 256' right of centerline, 20' AGL/849' MSL. Trees beginning 2515' from departure end of runway, 94' right of centerline, up to 100' AGL/929' MSL.

IOLA, KS

ALLEN COUNTY (K88)

ORIG 09071 (FAA)

NOTE: Rwy1, trees 1280' from DER, 485' right of centerline, 100' AGL/1109' MSL. Rwy19, vehicle on road 28' from DER, 501' right of centerline, 15' AGL/1024' MSL. Terrain beginning 69' from DER, 229' right of centerline, up to 1014' MSL. Trees 2240' from DER, 1068' right of centerline, 100' AGL/1109' MSL. Trees 2381' from DER, 621' left of centerline, 100' AGL/1089' MSI



JUNCTION CITY, KS

FREEMAN FIELD (3JC)

AMDT 1 94174 (FAA)

TAKE-OFF MINIMUMS: Rwv 13, NA, Rwv 18, 400-2 or

std with a min_climb of 300' per NM to 2000. DEPARTURE PROCEDURE: Rwv 5, climb to 2000 via

heading 105° before proceeding on course. Rwv 18. climb runway heading to 2000 before proceeding on course, Rwys 23, 31, 36, climb to 2000 via heading 270°

KEARNEY.NE

KEARNEY RGNL (EAR) ORIG 03023 (FAA)

before proceeding on course

TAKE-OFF MINIMUMS: Rwv 13, cross departure end of runway at or above 20' AGL /2149' MSL NOTE: Rwv 13, trees 1600' from departure end of runway, 745' right of centerline, 80' AGL/2189' MSL.

KIMBALL. NE

KIMBALL MUNI/ROBERT E. ARRAJ FIELD (IBM)

ORIG 07018 (FAA)

NOTE: Rwy 10, fence 218' from departure end of runway,

273' right of centerline, 4' AGL/4905' MSL. Wind cone 256' from departure end of runway, 222' left of centerline. 14' AGL/4914' MSL. Multiple stop signs beginning 830' from departure end of runway, 555' left of centerline, up to 17' AGL/4926' MSL. Rwy 28, terrain beginning 75' from departure end of runway, 262' right of centerline, up to 4939' MSL. Terrain beginning 141' from departure

end of runway, 435' left of centerline, up to 4932' MSL.

LAWRENCE.KS

LAWRENCE MUNI (LWC)

AMDT 4 03247 (FAA) TAKE-OFF MINIMUMS: Rwy 1, 400-11/2 or std. with a

min. climb of 387' per NM to 1300. Rwy 33, 300-1 or std. with a min, climb of 327' per NM to 1100. DEPARTURE PROCEDURE: Rwy 15, south and west

departures (140° CW 360°), climb via heading 130° to 2400 before turning right on course. Rwy 19, climb via heading 180° to 2400 before turning on course.

NOTE: Rwy 1, bush 297' from departure end of runway, 192' right of centerline, 9' AGL/842' MSL, tree 2864' from departure end of runway, 759' right of centerline,

90' AGL/969' MSL, tree 4151' from departure end of runway, 1466' left of centerline, 79' AGL/958' MSL, tree 7024' from departure end of runway, 2180' right of centerline, 45' AGL/1104' MSL, tree 7285' from departure end of runway, 1781' right of centerline, 100'

AGL/1179' MSL, tree 7406' from departure end of runway, 349' right of centerline, 49' AGL/1088' MSL. tree 7980' from departure end of runway, 2613' right of centerline, 46' AGL/1105' MSL, tree 10,211' from departure end of runway, 2539' left of centerline, 49'

AGL/1108' MSL, tree 11,544' from departure end of runway, 1866' left of centerline, 70'AGL/1129' MSL. Rwy 15, tree 543' from departure end of runway, 561' left of centerline, 28' AGL/857' MSL, tree 1361' from departure end of runway, 714' right of centerline, 50' AGL/879' MSL. Rwy 19, tree 1797' from departure end of

runway, 558' right of centerline, 79' AGL/918' MSL, tree 1896' from departure end of runway, 317' right of centerline, 71'AGL/910' MSL. 9295

LAWRENCE MUNI (LWC) (CON'T) Rwy 33, tree 1323' from departure end of runway, 623'

right of centerline, 59' AGL/898' MSL, tree 1622' from departure end of runway, 353' right of centerline, 48' AGI /887 MSI tree 1768 from departure end of runway 201' right of centerline 49' AGL /888' MSL tree 1945' from departure end of runway, 17' left of centerline, 66' AGI /905 MSI tree 4357 from departure end of runway 1563' right of centerline, 100' AGL/1009' MSL.

LEXINGTON. NE

JIM KELLY FIELD (LXN) AMDT 2 07130 (FAA)

TAKE-OFF MINIMUMS: Rwv 19. std. w/min. climb of 291' per NM to 4000 or 1200-3 for climb in visual conditions

DEPARTURE PROCEDURE: Rwv 14, climb heading 136° to 3500' before turning right. Rwv 19, for climb in visual conditions: cross Jim Kelly Field Airport at or above 3500 MSL before proceeding on course.

NOTE: Rwv 1, terrain 56' from departure end of runway. 470' left of centerline, 2409' MSL. Rwv 14, multiple trees beginning 865' from departure end of runway, 242' left of centerline, up to 59' AGL/2459' MSL. Multiple trees and railroad signals beginning 896' from departure end of runway, 406' right of centerline, up to 55' AGL/2457' MSL. Rwy 32, fence 97' from departure end of runway, 497' right of centerline, 3' AGL/2418' MSL. Fence 72' from departure end of runway, 498' left of centerline, 10' AGL/2415' MSL.

LIBERAL, KS

LIBERAL MID-AMERICA RGNL (LBL) AMDT 5 07242 (FAA)

NOTE: Rwv 4. obstruction light on lighted WSK 390' from departure end of runway, 350' left of centerline, 21' AGL/ 2896' MSL. Tree 1299' from departure end of runway. 785' right of centerline, 44' AGL/2924' MSL. Rwy 35, multiple trees beginning 1090' from departure end of runway, 317' right of centerline, up to 39' AGL/2920' MSL.

LINCOLN. NE

LINCOLN (LNK)

ORIG 08269 (FAA)

NOTE: Rwv 14. windsock 262' from departure end of runway, 369' left of centerline, 7' AGL/1187' MSL. Rwy 18, rod on obstruction light tower 3858' from departure end of runway, 687' left of centerline, 80' AGL/ 1280' MSL. Rwy 35, warehouse 4463' from departure end of runway, 1350' left of centerline, 50' AGL/1369' MSL.

MANHATTAN, KS

MANHATTAN RGNL (MHK)

AMDT 6 02108 (FAA)

DEPARTURE PROCEDURE: All runways. westbound departures heading 210° through 360° NA.

Rwv 31. departures NA when R-3602B active. NOTE: R-3602B restricted area immediately west of airport. Rwy 3, 100' AGL tree 7690' from departure end of runway, 1507' left of centerline, Rwv 13, 100' AGL tree 1873' from departure end of runway, 519' left of centerline, Rwv 21, 100' AGL tree 1020' from departure

end of runway, 714' right of centerline. Rwy 31, 100'

MARSHALL AAF (KFRI)

FORT RILEY KS 07186

Rwv 22, 400-23/4*

* Or standard with minimum climb of 273/NM to

DEPARTURE PROCEDURE: Rwy 22: Climbon heading 224° to 2200 before proceeding on course

TAKE-OFF OBSTACLES: Rwv 4: Ridgeline 1212' MSI 2721' from DER 1104' right of centerline Ridgeline 1198' MSI 4791' from DER 151' right of

Rwv 22: Antenna 1371 MSI 8919 from DER 1292 left of centerline, Antenna 1432' MSL, 14,495' from DER 2287' left of centerline

MARYSVILLE, KS

MARYSVILLE MUNI (MYZ)

TAKE-OFF MINIMUMS: Rwv 15, 300-1 or std. with a min. climb 402' per NM to 1600 Rwv 33 500-11/2 or std with a min. climb of 496' per NM to 1900.

DEPARTURE PROCEDURE: Rwys 2, 20, climb runway heading to 1900 before turning.

MC CONNELL AFB (KIAB)

WICHITA, KS 09043

TAKE-OFF OBSTACLES: Rwv 11 . KC135tail 42' AGL/ 1409' MSL, 24' from DER, 363' left of centerline, Rwy 1R. KC135 tail 42' AGL/1406' MSL, 1048' from DER, 678' right of centerline, KC135 tail 42' AGL /1406' MSL 139' from DER, 578' right of centerline, KC135 tail 42' AGL/1406' MSL 325' from DER 577' right of centerline KC135 tail 42' AGL/1406' MSL, 514' from DER, 577' right of centerline, KC135 tail 42' AGL/1406' MSL, 729' from DER 678' right of centerline KC135 tail 42' AGL/ 1406' MSL, 889' from DER, 678' right of centerline. KC135 tail 42' AGL/1400' MSL, 43' from DER, 306' right of centerline.

MC COOK, NE

MC COOK RGNL (MCK)

ORIG 09183(FAA)

TAKE-OFF MINIMUMS: Rwys 17, 35, NA-

Environmental.

NOTE: Rwy 4, tree 275' from departure end of runway, 233' left of centerline, 27' AGL/2566' MSL, Rwv 12. multiple trees beginning 71' from departure end of runway, 147' right of centerline, up to 40' AGL/2559' MSL. Tree 240' from departure end of runway, 142' left of centerline, 40' AGL/2549' MSL. Rwy 22, pole 843' from departure end of runway, 95' right of centerline, 28' AGL/ 2587' MSL.

MC PHERSON, KS

MC PHERSON (MPR)

AMDT 2 07298 (FAA)

TAKE-OFF MINIMUMS: Rwy 8, 26, NA-Environmental. NOTE: Rwy 18, trees beginning 2646' from departure end of runway, 1047' left to 1047' right of centerline, up to 100' AGL/1594' MSL. Rwy 36, bush 32' from departure end of runway, 262' right of centerline, 8' AGL/1495' MSL.

Trees beginning 2646' from departure end of runway, 1047' left to 1047' right of centerline, up to 100' AGL/ 1594' MSL.

MINDEN. NE

PIONEER VILLAGE FIELD (0V3) AMDT 1 09239 (FAA)

TAKE-OFF MINIMUMS: Rwvs 5, 23 NA-Turf

DEPARTURE PROCEDURE: Rwy 34, climb heading

339° to 3000 before turning right.

NOTE: Rwv 16. multiple trees and guard posts beginning 32' from DER, 171' right of centerline up to 75' AGL /2223' MSL Multiple trees beginning 193' from

DER, 465' left of centerline up to 67' AGL/2204' MSL. Multiple street lights beginning 840' from DER, 278' right of centerline up to 29' AGL/2181' MSL, Multiple buildings beginning 1656' from DER, 156' right of centerline up to 70' AGL/2225' MSL. Grain elevator 2000' from DER, 100' right of centerline, 100' AGL/ 2244' MSL, Rwv 34, trees 192' from DER, 324' left of centerline, up to 49' AGL/2200' MSL, Trees 337' from DER. 156' left of centerline, up to 11' AGL/2165' MSL.

NEBRASKA CITY. NE

NEBRASKA CITY MUNI (AFK) ORIG 08157 (FAA)

TAKE-OFF MINIMUMS: Rwvs 5, 23, NA-Environmental.

NORTH PLATTE, NE

NORTH PLATTE RGNL AIRPORT LEE BIRD FIELD (LBF)

AMDT 4 90263 (FAA)

DEPARTURE PROCEDURE: Rwy 30, climb runway heading to 4000 before turning right, Rwv 35, climb runway heading to 4000 before turning left.

NORTON, KS

NORTON MUNI (NRN)

AMDT 1 08045 (FAA)

TAKE-OFF MINIMUMS: Rwvs 8.26. NA-Environmental. Rwv16.400-3.

NOTES: Rwv 16. Tower 2241' from departure end of runway, 642' left of centerline, 198' AGL/2528' MSL. Tower 2.42 NM from departure end of runway, 3467' right of centerline, 358' AGL/2758' MSL, Rwy 34, Tree 630' from departure end of runway, 203 left of centerline, 100' AGL/2489' MSL.

O'NEILL. NE

THE O'NEILL MUNI-JOHN L. BAKER FIELD (ONL)

ORIG 88266 (FAA)

DEPARTURE PROCEDURE: Rwvs 4.13.22. climb runway heading to 2600 before turning.

OAKLEY, KS

OAKLEY MUNI (OEL)

ORIG 06215 (FAA)

NOTE: Rwv 16, bush 145' from departure end of runway. 496' left of centerline, 14' AGL/3034' MSL. Road 208' from departure end of runway, 368' right of centerline, 15' AGL/3031' MSL. Rwy 34, tree 855' from departure end of runway, 416' right of centerline, 50' AGL/3099'



09295

OBERLIN, KS

OBERLIN MUNI (OIN)
ORIG 84187 (FAA)

TAKE-OFF MINIMUMS: **Rwv 12**. 300-2.

OFFUTT AFB (KOFF)

OMAHA. NE ORIG 07354

TAKE-OFF OBSTACLES: **Rwy 30**, Terrain 1058' to 1067' MSL, 31' to 500' from DER, 500' to 636' right of centerline. Aircraft on North Ramp 38' AGL/1094' MSL, 582' from DER, 597' right of centerline. Tree 105' AGL/1086' MSL, 1282' from DER, 591' right of centerline. Tree 105' AGL/1086' MSL, 1282' from DER, 604' right of centerline. Tree 105' AGL/1086' MSL, 1282' from DER, 604' right of centerline. Tree 105' AGL/1086' MSL, 1282' from DER, 604' right of centerline. Tree 105' AGL/1086' MSL, 1282' from DER, 604' right of centerline. Tree 105' AGL/1086' MSL, 1282' from DER, 604' right of centerline.

centerline. Tree 105' AGL/1086' MSL, 1282' from DER, 604' right of centerline. Tree 105' AGL/ 1156' MSL, 22' inward of DER, 501' left of centerline. Rwy 12: Trees 85' to 106' AGL/1052' to 1076' MSL, 2758' to 3827' from DER, 1184' to 1516' left of centerline. Trees 88' AGL/1057' MSL, 2593' from

OGALLALA, NE

SEARLE FIELD (OGA)

DER. 944' right of centerline.

AMDT 3 90123 (FAA)

TAKE-OFF MINIMUMS: **Rwy 31**, 800-3.
DEPARTURE PROCEDURE: **Rwy 8**, climb runway heading to 4000 before turning left.

OLATHE.KS

JOHNSON COUNTY EXECUTIVE (OJC)

ORIG 05300 (FAA)

NOTE: **Rwy18**, multiple trees 622' from departure end of runway, 192' right of centerline, up to 73' AGL/1084' MSL. **Rwy36**, antenna 335' from departure end of runway, 263' left of centerline, 20' AGL/1110' MSL, tree 1008' from departure end of runway, 612' right of centerline, 57' AGL/1130' MSL, tree 1544' from departure end of runway, 810' left of centerline, 71' AGL/1144' MSL.

NEW CENTURY AIRCENTER (IXD) ORIG 05300 (FAA)

RIG 05300 (FAA)

NOTE: Rwy 4, fence 204' from departure end of runway, 256' right of centerline, 10' AGL/1096' MSL, obstruction light 296' from departure end of runway, 163' right of centerline, 19' AGL/1098' MSL, obstruction light 492' from departure end of runway, 43' left of centerline, 16' AGL/1095' MSL, tree 1529' from departure end of runway, 125' left of centerline, 60' AGL/1149' MSL, tree 1824' from departure end of runway, 665' right of centerline, 59' AGL/1171' MSL. Rwy 18, tree 1899' from departure end of runway, 8' left of centerline, 64' AGL/1103' MSL, tree 2051' from departure end of runway, 662' right of centerline, 50' AGL/1108' MSL. Rwy 36, ground beginning 16' from departure end of runway, from 407' right to 48' left of centerline, 1088' MSL.

OMAHA, NE

EPPLEY AIRFIELD (OMA)

AMDT 5 08045 (FAA)

DEPARTURE PROCEDURE: Rwys14L,14R, Climb heading 139° to 2600 before proceeding on course. Rwy18, Climb heading 175° to 2600 before turning right. Rwys32L,32R, Climb heading 319° to 2600 before proceeding westbound. Rwy36, Climb heading

355"to 2600 before turning left.

NOTES: Rwy14L, Trees beginning 3956' from departure end of runway, 115' left of centerline, up to 107' AGL/1322' MSL. Rwy14R, Tree 3972' from departure end of runway, 1316' left of centerline, 108' AGL/1088' MSL. Rwy18, Tower, pole, and tree beginning 3953' from departure end of runway, 852' left of centerline up to 136' AGL/1114' MSL. Rwy32L, Pole and tree beginning 969' from departure end of runway, 748' right of centerline, up to 70' AGL/1054' MSL. Rwy32R. Trees beginning 2217' from departure

end of runway, 767' right of centerline, up to 106' AGL/1089' MSL. **Rwv 36.** Poles and tree beginning 940'

from departure end of runway, 674' left and right of

centerline, up to 83' AGL/1064' MSL.

MILLARD (MLE)

AMDT 3 07074 (FAA)

TAKE-OFF MINIMUMS: **Rwy 30**, 300-11/4 or std. w/min.

climb of 370' per NM to 3000.

DEPARTURE PROCEDURE: **Rwy 12**, climb via heading 123° to 3200 before proceeding on course.

signs beginning 250' from departure end of runway.

heading 123° to 3200 before proceeding on course.

Rwy 30, climb via heading 303° to 3000 before
proceeding on course.

NOTE: Rwv 12. multiple trees, power poles and highway.

152' left of centerline, up to 35' AGL/1101' MSL. Multiple trees and fences beginning 3' from departure end of runway, 381' right of centerline, up to 63' AGL/1104' MSL. Multiple street lights beginning 1506' from departure end of runway, 678' left of centerline to 568' right of centerline, up to 46' AGL/1115' MSL. Rwy 30, multiple towers, trees, power poles, buildings, street lights, fences, and road beginning 13' from departure end of runway, 264' left of centerline, up to 100' AGL/1270' MSL. Multiple trees and power poles beginning

516' from departure end of runway, 343' right of

centerline, up to 88' AGL/1137' MSL.

ORD, NE

EVELYN SHARP FIELD (ODX) AMDT 3 09127 (FAA)

TAKE-OFF MINIMUMS: Rwys 17,35,NA-Environmental.
DEPARTURE PROCEDURE: Rwy 13, climb heading
131° to 3000 before turning right.
NOTE: Pun 13, pole 980 from DEP. 408 left of

NOTE: Rwy13, pole 860' from DER, 498' left of centerline, 39' AGL/2098' MSL. Trees beginning 705' from DER, 505' left of centerline, up to 37' AGL/2096' MSL. Trees beginning 43' from DER, 443' right of centerline, up to 45' AGL/2104' MSL. Rwy31, trees beginning 2590' from DER, 276' left of centerline, up to 84' AGL/2133' MSL. Poles beginning 1234' from DER, 1'left of centerline, up to 60' AGL/2130' MSL. Tank 2615' from DER, 256' left of centerline, 69' AGL/2139' MSL. Fence 199' from DER, 241' left of centerline, 5' AGL/2075' MSL. Tree 55' from DER, 348' right of centerline, 2' AGL/2072' MSL.

OSHKOSH.NE

GARDEN COUNTY (OKS)

ORIG 05020 (FAA)

DEPARTURE PROCEDURE: Rwv12, climb via heading 125° to 4000 before turning right

OTTAWA, KS

OTTAWA MUNI (OWI)

ORIG 97254 (FAA)

TAKE-OFF MINIMUMS: Rwvs 5.13.23.31. NA.

PARSONS KS

TRI-CITY (PPF)

ORIG 08269 (FAA)

NOTE: Rwy 17, tree's beginning 23' from departure end of runway, 253' right of centerline, up to 66' AGL/917' MSL. Trees and power poles beginning 8' from departure end of runway, 243' left of centerline, up to 56' AGL/916' MSL. Rwv 35, trees beginning 12' from departure end of runway, 138' right of centerline, up to 40' AGL/956' MSL. Vehicle on road 720' from departure end of runway, 7' left and right of centerline, 17' AGL/941' MSL. Trees

beginning 728' from departure end of runway, 66' left of

PHILLIPSBURG. KS

PHILLIPSBURG MUNI (PHG)

centerline, up to 20' AGL/935' MSL.

ORIG 07018 (FAA)

TAKE-OFF MINIMUMS: Rwys 3, 21, NA (Turf runway) NOTE: Rwv 31. trees 5843' from departure end of runway. 1981' left of centerline, 100' AGL/2059' MSL.

PITTSBURG, KS

ATKINSON MUNI (PTS)

ORIG 01193 (FAA)

NOTE: Rwv 10, 972 MSL pole, 335 from departure end of runway, 477' right of centerline, Rwy 16, 989' MSL tree, 1016' from departure end of runway, 542' left of centerline

RUSHVILLE. NE

MODISETT (9V5)

ORIG 09239 (FAA)

4' AGL/3751' MSL.

NOTE: Rwy 14, trees 21' from DER, 210' right of centerline, up to 47' AGL/3792' MSL, Multiple trees beginning 251' from DER, 302' left of centerline, up to 50' AGL/3805' MSL. Multiple power poles beginning 427' from DER, 31' left of centerline, up to 47' AGL/3834' MSL. Multiple power poles beginning 1179' from DER, 235' right of centerline, up to 67' AGL/3816' MSL. Multiple buildings beginning 415' from DER, 409' left of centerline, up to 25' AGL/3778' MSL. Fence, 203' from DER, 318' left of centerline, 4' AGL/3757' MSL, Rwv 32. terrain 964' from DER, 355' left of centerline, 0' AGL/ 3778' MSL, Fence, 51' from DER, 282' left of centerline.

RUSSELL.KS

RUSSELL MUNI (RSL)

AMDT 1 07298 (FAA)

DEPARTURE PROCEDURE: Rwv 17, climb via heading

167° to 3400 before turning east NOTE: Rwv 17, post 167' from departure end of runway. 324' left of centerline, 6' AGL/1868' MSL, Rwv 35. multiple poles beginning 417' from departure end of runway, 142' right of centerline, up to 30' AGL/1890' MSL.

SALINA, KS

SALINA MUNI (SLN)

ORIG 08325 (FAA)

NOTE: Rwy 4, light on hangar 1560' from departure end of runway, 196' right of centerline, 52' AGL/1302' MSL, Rwy 12. rod on obstruction light GS 1608' from departure end of runway, 617' left of centerline, 44' AGL/1315' MSL. Trees beginning 4018' from departure end of runway. 421' left of centerline, up to 100' AGL/1379' MSL. Trees beginning 5330' from departure end of runway, 1917' right of centerline, up to 100' AGL/1419' MSL, Rwv 17. road with vehicles 1458' from departure end of runway. from left to right of centerline, up to 15' AGL/1314' MSL. Pole 1505' from departure end of runway, 782' right of centerline, 12' AGL/1312' MSL, Rwy 18, rising terrain beginning 537' from departure end of runway, 338' right of centerline, up to 1309' MSL. Road with vehicles beginning 891' from departure end of runway, 586' left of centerline, up to 15' AGL/1314' MSL. Road with vehicles beginning 1095' from departure end of runway, 762' right of centerline, up to 15' AGL/1324' MSL, Trees beginning 2065' from departure end of runway, from left to right of centerline, up to 100' AGL/1409' MSL, Rwy 22, trees beginning 4195' from departure end of runway, 65' right of centerline, up to 100' AGL/1399' MSL, Rwv 30, trees beginning 1227' from departure end of runway, 785' left of centerline, up to 100' AGL/1349' MSL. Trees beginning 2400' from departure end of runway, from left to right of centerline, up to 100' AGL/1359' MSL. Rwy 36, trees beginning 367' from departure end of runway, 305' left of centerline, up to 100' AGL/1349' MSL, Trees beginning 1663' from departure end of runway, from left to right of centerline, up to 100' AGL/1349' MSL.

SCOTTSBLUFF. NE

WESTERN NEBRASKA RGNL

WILLIAM B. HEILIG FIELD (BFF)

AMDT 4 93175 (FAA)

DEPARTURE PROCEDURE: Rwy 23, climbing right turn to 5500 via heading 300° before proceeding on course, Rwv 30, climb runway heading to 5500 before proceeding on course.

SEWARD, NE

SEWARD MUNI (SWT)

ORIG 96228 (FAA)

TAKE-OFF MINIMUMS: Rwy 22, NA.

DEPARTURE PROCEDURE: Rwy 4, climb to 2800 before turning on course. Rwy 16, climb runway heading to 3500 before turning right. Rwy 34, climb runway heading to 3000 before turning left.

SIDNEY NE

SIDNEY MUNI/LLOYD W. CARR FIELD (SNY) AMDT 1 08213 (FAA)

TAKE-OFF MINIMUMS: Rwvs 3.21 NA-Environmental

SUPERIOR.NE

SUPERIOR MUNI (12K)

ORIG 91318 (FAA)

DEPARTURE PROCEDURE: Rwys 14, 18, 32, 36, climb runway heading to 2500 before turning

TEKAMAH. NE

TEKAMAH MUNI (TOF)

AMDT 2 07298 (FAA)

DEPARTURE PROCEDURE: Rwv 32 climb via heading 327° to 1500 before turning left.

NOTE: Rwv 14, north-south road and vehicle 483' left of centerline at departure end of runway, 15' AGL/1044' MSL. Rwv 32, trees 954' from departure end of runway. 426' left of centerline up to 100' AGL /1129' MSL

THEDFORD NE

THOMAS COUNTY (TIF)

AMDT 1 08269 (FAA)

NOTE: Rwv 11, trees and rising terrain beginning 36 from departure end of runway, 458' right of centerline, up to 75' AGL/3054' MSL. Vehicles on road beginning 749' from departure end of runway, 351' left of centerline, up to 17' AGL/2936' MSL. Rwy 29, trees and rising terrain beginning 15' from departure end of runway, 223' left of centerline, up to 75' AGL/3034' MSL.

TOPEKA, KS

FORBES FIELD (FOE)

ORIG 09183 (FAA)

NOTE: Rwy 3, trees beginning 1424' from DER, 217' left of centerline, up to 59' AGL/1099' MSL. Tree 1523' from DER, 370' right of centerline, 49' AGL/1088' MSL Rwy 31, rising terrain 38' from DER, 441' right of centerline, 1064' MSL

TOPEKA, KS (CON'T)

PHILIP BILL ARD MUNI (TOP)

Trees beginning 1495' from

AMDT 1 09015 (FAA)

TAKE-OFF MINIMUMS: Rwy 22, 200-11/2 or std. w/min. climb of 286' per NM to 1200.

DEPARTURE PROCEDURE: Rwy 22 climb heading 224° to 1900 before turning right, Rwv31, climb heading 309° to 1800 before turning left

NOTE: Rwv 4, antenna 1049 from departure end of runway, 528' left of centerline, 57' AGL/927' MSL, Pole 996' from departure end of runway, 382' left of centerline. 38' AGL/908' MSL. Rwv 13. tree 378' from departure end of runway, 413' right of centerline, 100' AGL/912' MSL. Vehicle on road 80' from departure end of runway 371' left of centerline, 15' AGL/889' MSL, Rwv 18, trees beginning 1062' from departure end of runway, 329' left of centerline. up to 100' AGL/1007' MSL. Trees beginning 696' from departure end of runway, 201' right of centerline, up to 100' AGL /993' MSL Pole 2276' from departure end of runway, 491' right of centerline, 64' departure end of runway. 386' left of centerline, up to 150' AGL/1031' MSL.

departure end of runway, on centerline, up to 100' AGL/ 946'MSI Trees beginning 1722' from departure end of runway, 248' right of centerline, up to 100' AGL/945' MSL. Elevator 3783' from departure end of runway, 947' left of centerline 131'AGL/1001'MSL Rwv31, trees beginning 1019' from departure end of runway, 693' left of centerline. up to 100' AGL/977' MSL. Rwv 36, trees beginning 3026' from departure end of runway, 265' left of centerline, up to 100' AGL/975' MSL. Rising terrain with trees beginning 1.1 NM from departure end of runway, on centerline, up to 100' AGL/1129' MSL.

ULYSSES, KS

ULYSSES (ULS)

AMDT 2 87239 (FAA)

TAKE-OFF MINIMUMS: Rwy 12, 500-3 or std. with a min. climb of 225' per NM to 3700.

DEPARTURE PROCEDURE: Rwv 17, climb to 3700 before turning on course.

VALENTINE. NE

MILLER FIELD (VTN)

AMDT 2 05132 (FAA)

DEPARTURE PROCEDURE: Rwy3, climb heading 028° to 4000 before proceeding on course, Rwv 32, climb heading 317° to 4000 before proceeding on course. NOTE: Rwv 14, multiple fences beginning 398' from

departure end of runway, 495' right of centerline, up to 5' AGL/2593' MSL.

WAHOO, NE

WAHOO MUNI (AHO) ORIG 08213 (FAA)

TAKE-OFF MINIMUMS: Rwvs 13.31. NA-

Environmental

NOTE: Rwv 2, terrain beginning 1' from departure end of runway 360' left of centerline up to 1229' MSI. Terrain beginning 1' from departure end of runway, 360' right of centerline, up to 1224' MSL. Pole 725' from departure end of runway 539' left of centerline 29' AGL /1258' MSL. Vehicles on road beginning 740' from departure end of runway, from left to right of centerline, up to 15' AGL/1244' MSL. Rwv 20, fence, buildings, trees. power poles, and street lights beginning 244' from departure end of runway 401' right of centerline up to 52' AGL/1277' MSL. Vehicles on road, power poles. and wires beginning 500' from departure end of runway. 477' left of centerline, up to 29' AGL/1246' MSL. Trees beginning 2510' from departure end of runway, 631' left of centerline up to 74' AGI /1291' MSI. Elevator 3446' from departure end of runway, 474' left of centerline. 114'AGL/1329'MSL.

WAYNE. NE

WAYNE MUNI (LCG)

AMDT 3 04330 (FAA)

NOTE: Rwv 35, pole 388' from departure end of runway. 540' left of centerline 19' AGL / 1453' MSL Pole 422' from departure end of runway, 436' right of centerline, 35' AGI /1453' MSI

WELLINGTON, KS

WELLINGTON MUNI (EGT)

ORIG 07298 (FAA)

NOTE: Rwy 17, terrain 104' from departure end of runway, 488' right of centerline, 0' AGL/1275' MSL,

WICHITA, KS

BEECH FACTORY (BEC)

ORIG 98169 (FAA)

TAKE-OFF MINIMUMS: Rwy 36, 500-1 or std. with a min, climb of 240' per NM to 2000.

DEPARTURE PROCEDURE: Rwv 36, climb runwav heading to 2000 before proceeding on course. NOTE: Rwv 36. 1810' tower N37°42'47" W97°14'52".

COLONEL JAMES JABARA (AAO)

AMDT 2 83328 (FAA)

DEPARTURE PROCEDURE: Rwv 18, south and west departures (180° CW 270°) climb to 2000 via runway heading before proceeding on course.

WICHITA MID-CONTINENT (ICT)

ORIG 08101 (FAA)

NOTE: Rwy 1L, tree and poles beginning 1219' from departure end of runway, 679' left of centerline, up to 34' AGL/1366' MSL.

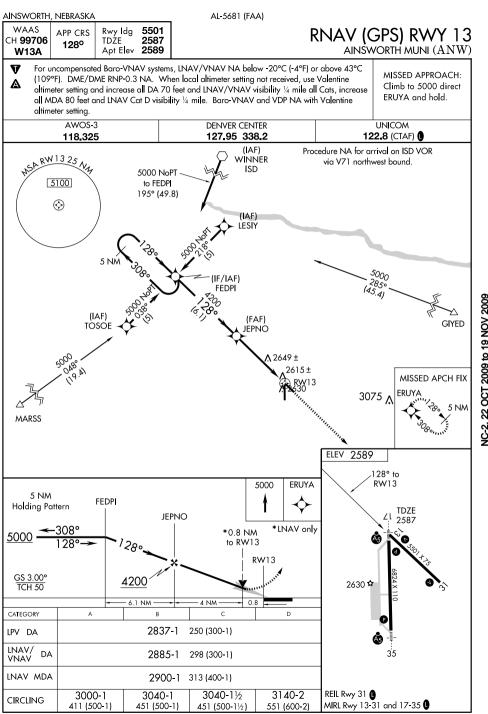
YORK.NE

YORK MUNI (JYR)

AMDT 1 09239 (FAA)

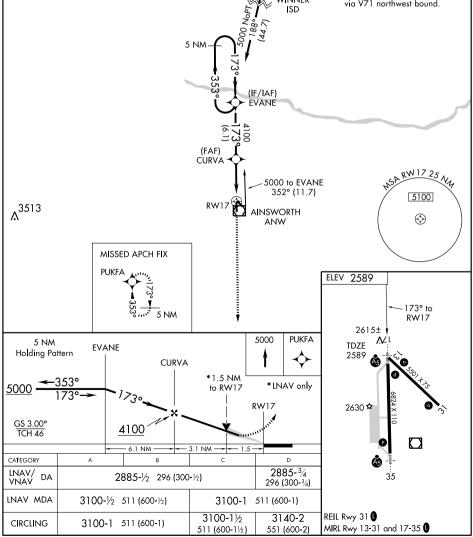
TAKE-OFF MINIMUMS: Rwys 5, 23, NA-Environmental

NOTE: Rwv 35. Catenary beginning 1290' from DER, 467' right of centerline, up to 79' AGL/1719' MSL. Pole 1396' from DER, 220' left of centerline. 55' AGL/1700' MSI



AINSWORTH, NEBRASKA AL-5681 (FAA) 6824 APP CRS Rwy Ida RNAV (GPS) RWY 17 TDŹE 2589 173° AINSWORTH MUNI (ANW) Apt Elev 2589 V For inoperative MALSR, increase LNAV/VNAV Cat D visibility to 1 mile. For uncompensated MISSED Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 43°C (109°F). When MALSR APPROACH: A local altimeter setting not received, use Valentine altimeter setting and increase DA 70 feet Climb to 5000 and LNAV/VNAV Cat A/B/C visibility 1/4 mile, increase all MDA 80 feet and LNAV Cat D direct PUKFA visibility ¼ mile. Baro-VNAV and VDP NA when using Valentine altimeter setting. å and hold. DME/DME RNP-0.3 NA. AWOS-3 DENVER CENTER UNICOM 122.8 (CTAF) (118,325 127.95 338.2 IIAF) Procedure NA for arrivals at ISD VOR VINNER via V71 northwest bound. ISD 5 NM (IF/IAF) EVANE (FAF) CURVA-SARW 17 25 NZ 5000 to EVANE 352° (11.7) 5100 ^³⁵¹³ RW17 AINSWORTH **(** ANW MISSED APCH FIX **PUKFA** ELEV 2589 173° to RW17 2615± 5000 **PUKFA** 5 NM TD7F **EVANE** Holding Pattern 2589 CURVA *1.5 NM *LNAV only to RW17 5000

NC-2, 22 OCT 2009 to 19 NOV 2009



AINSWORTH, NEBRASKA AL-5681 (FAA) WAAS Rwy Ida 5501 RNAV (GPS) RWY 31 APP CRS CH **86507** TDŹE 2585 308° AINSWORTH MUNI (ANW) Apt Elev 2589 W31A For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 43°C (109°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Valentine altimeter setting and increase all DA 70 feet and LNAV/VNAV visibility ¼ mile MISSED APPROACH: V Climb to 5000 direct A all Cats, increase all MDA 80 feet, and LNAV Cat C and D visibility ¼ mile. Baro-VNAV FEDPI and hold. and VDP NA with Valentine altimeter setting. AWOS-3 UNICOM DENVER CENTER 127.95 338.2 122.8 (CTAF) 0 118.325 WINNER ISD Procedure NA for arrival at ISD VOR via V71 northwestbound. SARW3125 Ny 5100 NC-2, 22 OCT 2009 to 19 NOV 2009 (FAF) \Diamond SALDÉ (IAF) ĊEKŔ (IAF) ĠIYED 5000 NoPT 3098 ± 258° (29.9) MARSS 5000 5 NM 0920 (32.3)(IF/IAF) ERUYA ELEV 2589 (IAF) KUTRE 5000 FEDPI 5 NM **ERUYA** Holding Pattern SALDE * LNAV only *1.3 NM to RW31 TD7F 2585 RW31 2630 \$ GS 3.00° 4200 308° to TCH 52 RW31 2603± 3.6 NM 6.1 NM CATEGORY LPV DA 2835-1 250 (300-1) LNAV/ 2873-1 288 (300-1) DA VNAV 3060-11/2 3060-11/4 LNAV MDA 3060-1 475 (500-1) 475 (500-11/4) 475 (500-11/2) REIL Rwy 31 (3140-2 3060-11/2 CIRCLING 3060-1 471 (500-1) MIRL Rwy 13-31 and 17-35 471 (500-11/2) 551 (600-2)

6824 Rwy Idg APP CRS 2589 TDŹE 3530 2589 Apt Elev

AINSWORTH, NEBRASKA

RNAV (GPS) RWY 35 AINSWORTH MUNI (ANW)

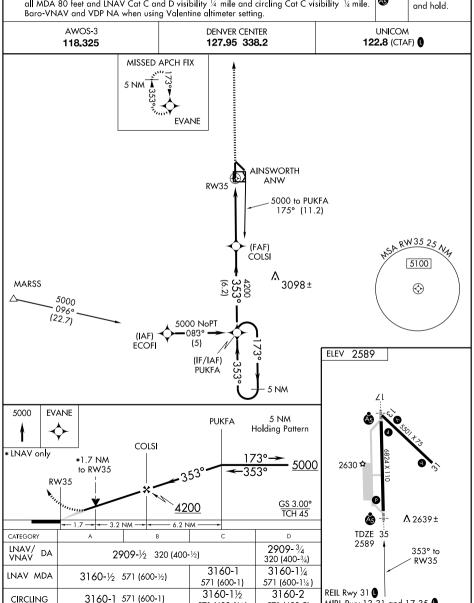
For inoperative MALSR, increase LNAV/VNAV Cat D visibility to 1 mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 43°C (109°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Valentine altimeter

setting and increase all DA 70 feet and LNAV/VNAV visibility Cats A/B/C ¼ mile, increase all MDA 80 feet and LNAV Cat C and D visibility ¼ mile and circling Cat C visibility ¼ mile.

MAISR MISSED APPROACH: Climb to 5000 direct EVANE Å

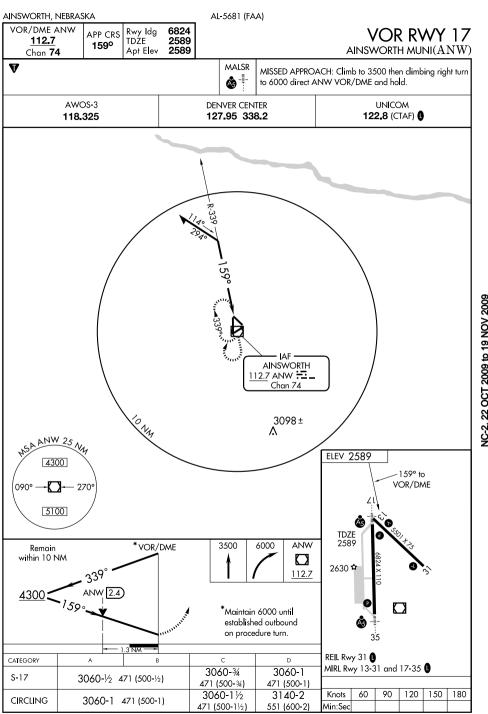
MIRL Rwy 13-31 and 17-35

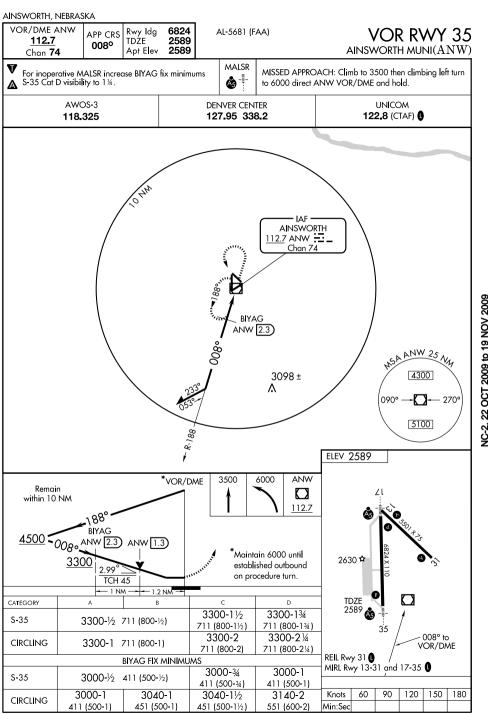
NC-2, 22 OCT 2009 to 19 NOV 2009

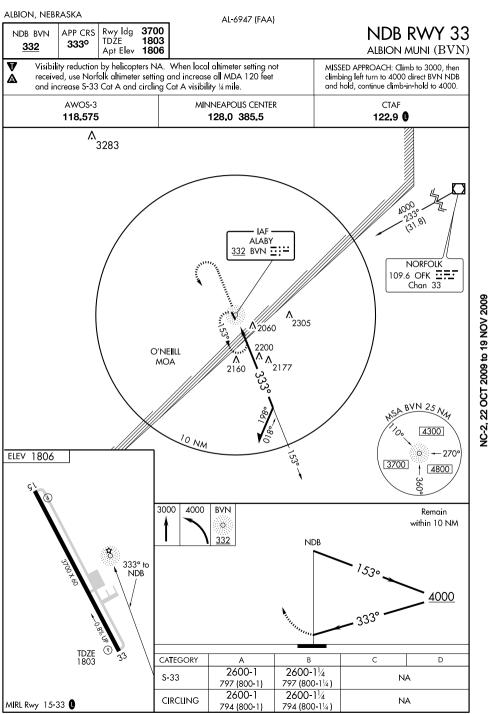


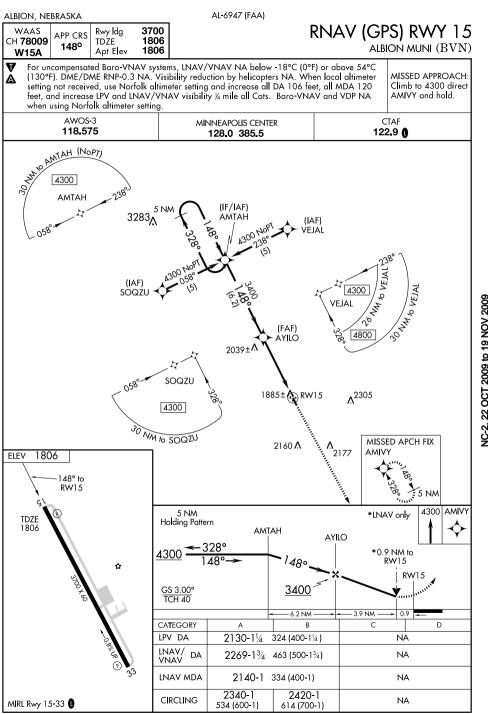
571 (600-1½)

571 (600-2)

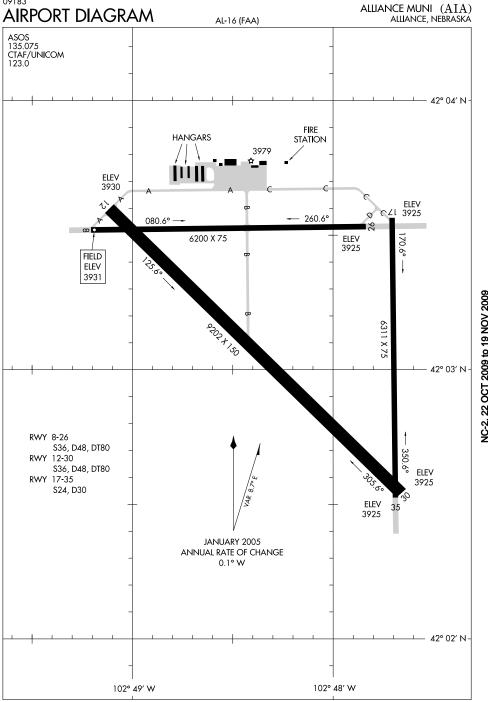


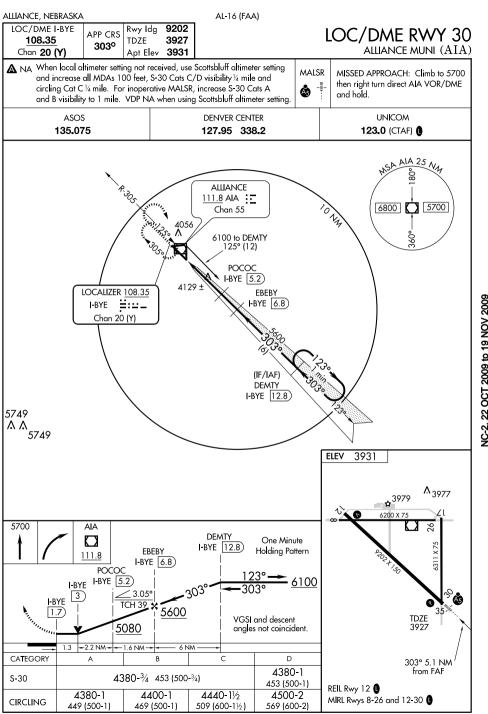


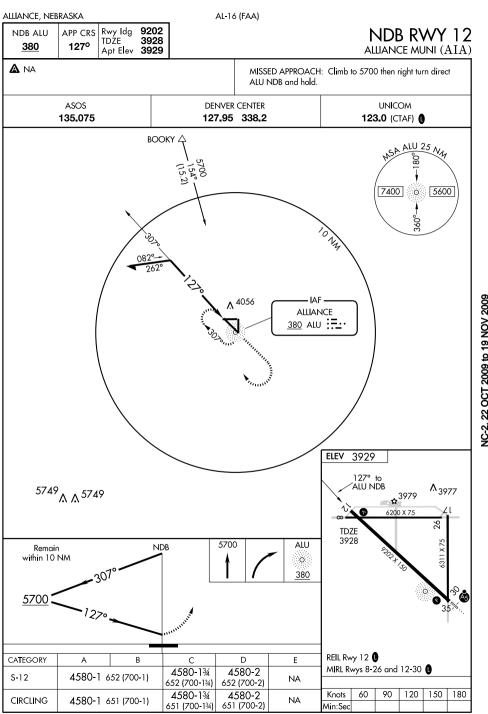


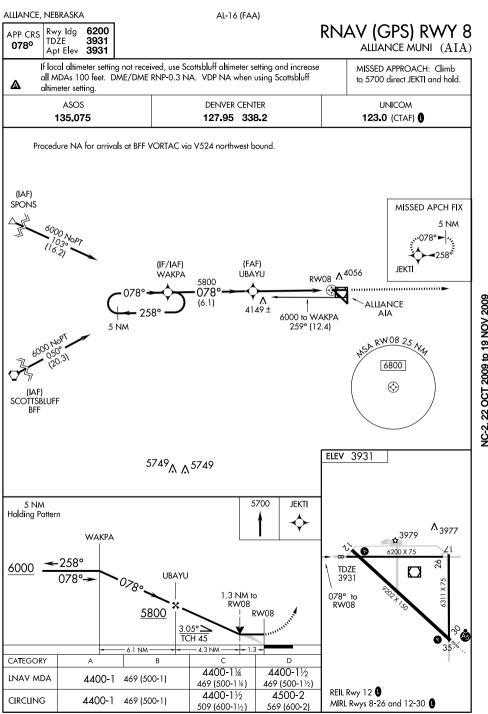


ALBION, NEBRASKA AL-6947 (FAA) WAAS RNAV (GPS) RWY 33 3700 Rwy Idg APP CRS CH **93913** TDŹE 1803 ALBION MUNI (BVN) 328° 1806 Apt Elev **W33A** Baro-VNAV NA when using Norfolk altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility MISSED APPROACH: reduction by helicopters NA. When local altimeter setting not received, use Norfolk altimeter Climb to 4300 direct setting and increase all DA 106 feet, all MDA 120 feet, increase LPV all Cats visibility ¼ mile, AMTAH and hold. LNAV/VNAV all Cats visibility ½ mile, LNAV Cat B and Circling Cat B visibility ¼ mile. VDP NA when using Norfolk altimeter setting. AWOS-3 MINNEAPOLIS CENTER **CTAF** 118.575 128.0 385.5 122.9 0 MISSED APCH FIX 30 NM to SAFI ۸²³⁰⁵ 1939± RW33 4300 2200 **AMTAH** SAFIL Λ₂₁₇₇ 2160 (FAF) JAYZÚ (IAF) 4300 NOPT 4300 2007 VON 61 of 6005 TOO 62 6-ON 738° VA7RO 3729 Λ 238° (IF/IAF) VAZRO AMIVY ž ۵ AMIVY 4800 4300 30 NM to AMINY 1806 ELEV 4300 AMTAH 5 NM Holding Pattern AMIVY JAYZU *LNAV only 4300 3400 * 2.1 NM to 328° RW33 **RW33** GS 3.00° 3400 TCH 40 2.1 NM 2.8 NM 6.1 NM C D CATEGORY Α В LPV DA 2053-1 250 (300-1) NA **TDZE** (9) LNAV/ 2279-13/4 DA 476 (500-13/4) NA 1803 VNAV LNAV MDA 2500-1 697 (700-1) NA 328° to RW33 CIRCLING 2500-1 694 (700-1) NA MIRL Rwy 15-33 0

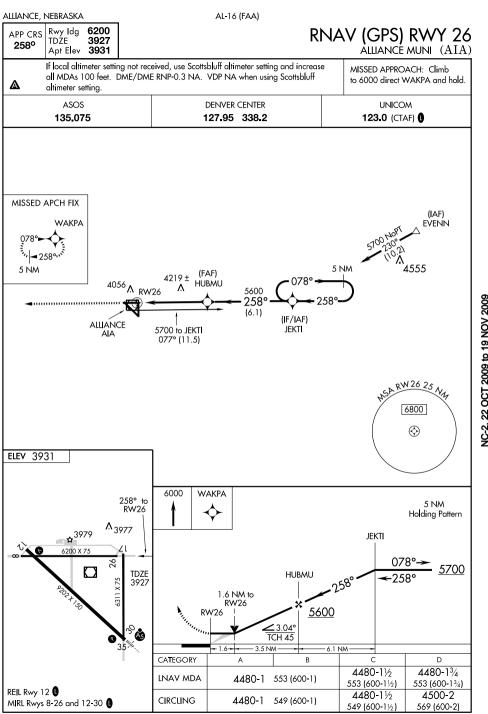


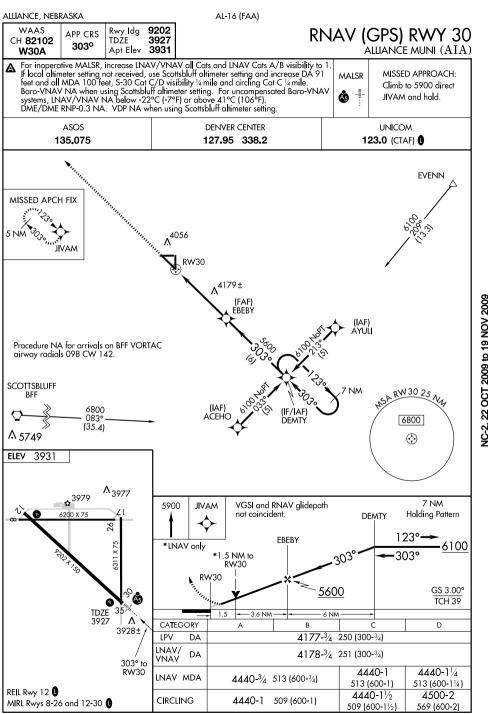


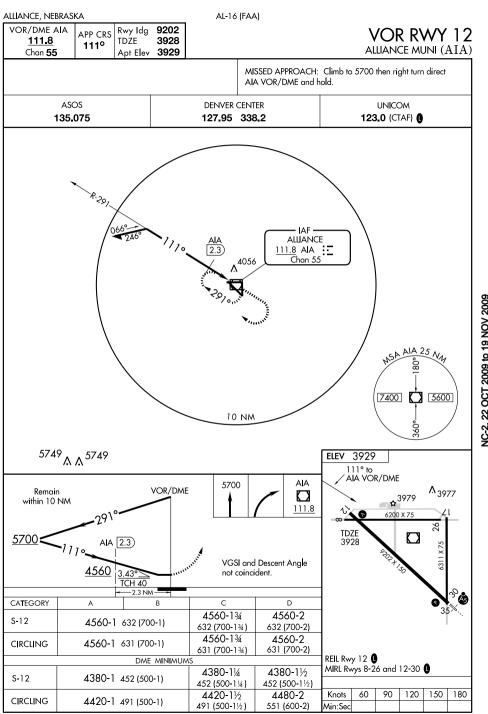


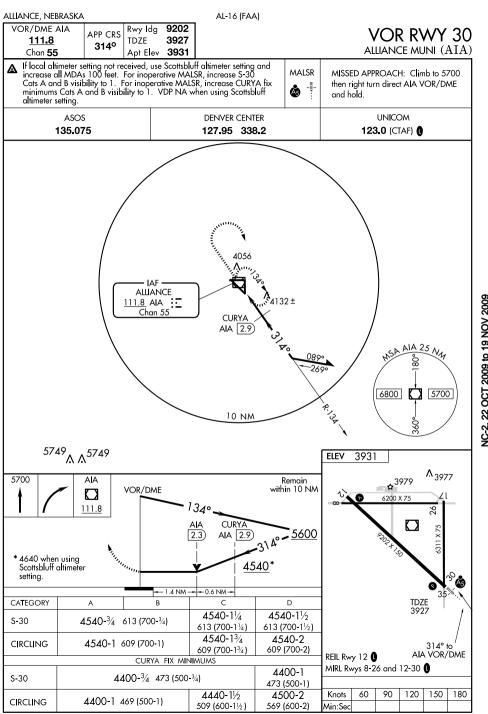


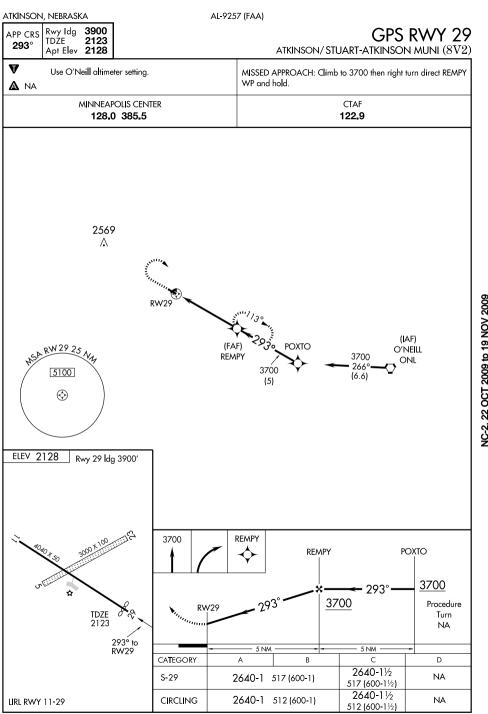
ALLIANCE, NEBRASKA AL-16 (FAA) WAAS Rwy Idg 9202 RNAV (GPS) RWY 12 APP CRS CH 61202 TDŹE 3930 123° ALLIANCE MUNI (AIA) 3931 Apt Elev W12A A If local altimeter setting not received, use Scottsbluff altimeter setting and increase all MDAs 100 feet. BARO-VNAV NA when using MISSED APPROACH: Climb to 6100 Scottsbluff altimeter setting. For uncompensated BARO-VNAV systems, direct DEMTY and hold. LNAV/VNAV NA below -22°C (-7°F) or above 41°C (106°F). DME/DME RNP-0.3 NA. VDP NA when using Scottsbluff altimeter setting. **ASOS** DENVER CENTER UNICOM 135,075 127.95 338.2 123.0 (CTAF) 0 (IAF) PEGIC (IF/IAF) 5900 274° (26.5) **EVENN** 4749 (IAF) (FAF) P/00 NUNYI HÖRÖV UC-2 22 OCT 2009 to 19 NOV 2009 LURIY 4056 2 NM to RW12 SCOTTSBLUFF Procedure NA for arrivals at BFF VORTAC via V524 NSA RW12 25 Ny northwest bound and via V81-169 southbound. 6800 \bigcirc 3931 **ELEV** 123° to RW12 Λ^{4003 ±} ۸₃₉₇₇ **☆**3979 5 NM 6100 DEMTY JIVAM Holding Pattern 6200 X 75 **HOROV** * LURIY 26 **TDZE** 2 NM to 303° 3930 RW12 590C *LNAV only 123° 1239 *1.1 NM 6311 RW12 5700 GS 3.00° 4600 TCH 39 6.1 NM 3.4 NM 0.9 CATEGORY D Α LPV DA 4180-1 250 (300-1) INAV/ DA 4273-11/4 343 (400-11/4) VNAV 4320-11/4 LNAV MDA 4320-1 390 (400-1) 390 (400-11/4) REIL Rwy 12 0 4360-11/4 4400-11/4 4440-11/2 4500-2 CIRCLING MIRL Rwys 8-26 and 12-30 (429 (500-11/4) 469 (500-11/4) 509 (600-11/2) 569 (600-2)

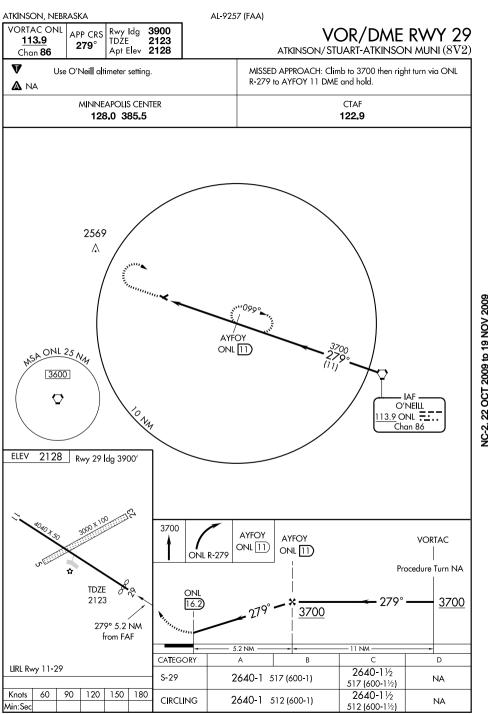






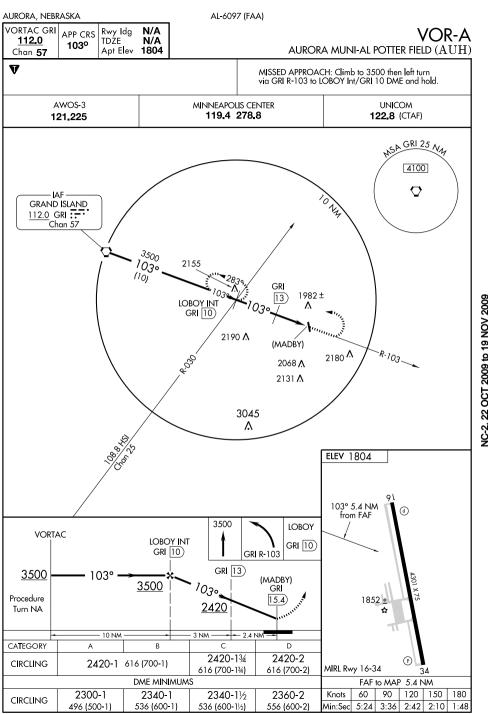


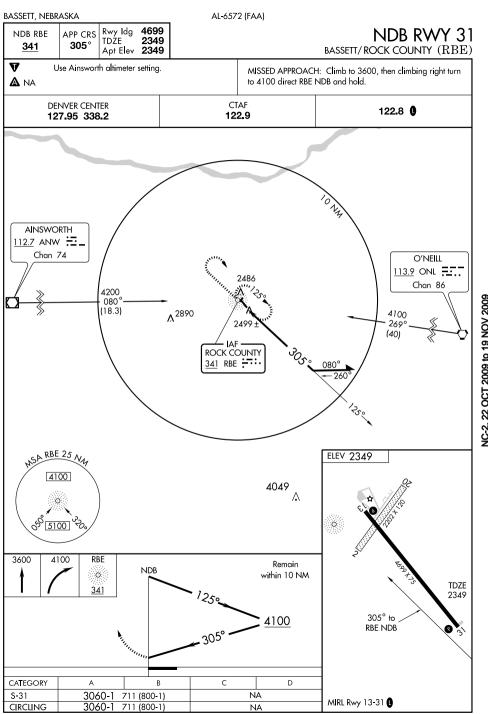


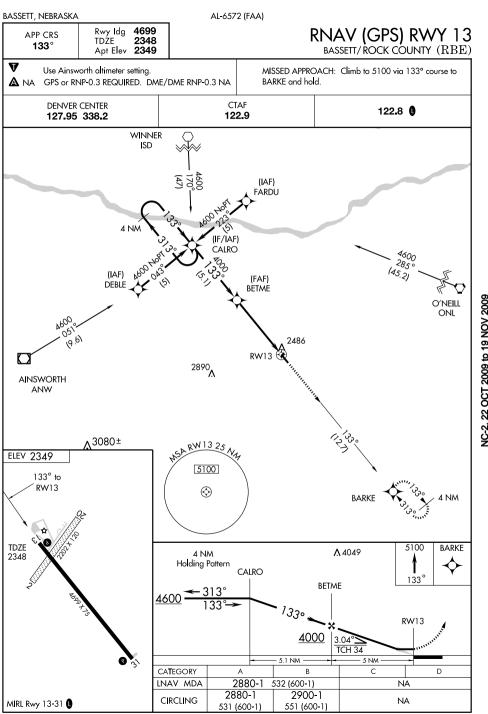


AURORA, NEBRASKA AL-6097 (FAA) WAAS Rwy Ida 4301 RNAV (GPS) RWY 16 APP CRS CH **77809** TDŹE 1803 1630 AURORA MUNI-ÀL POTTER FIELD (ATJH) Apt Elev 1803 W16A Baro-VNAV NA when using Grand Island altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Grand Island altimeter setting and increase all DA 41 feet and all MDA 60 feet and LPV all Cats visibility ¼ mile. VDP NA when using Grand Island altimeter setting. MISSED APPROACH: Climb to 3400 direct A EBWIX and hold. AWOS-3 UNICOM MINNEAPOLIS CENTER 121,225 122.8 (CTAF) 119.4 278.8 4 NM (IF/IAF) CEGIT (IAF) 3400 NOPT WUNAS (IAF) 3400 3400 NOPT (5) 273 JIVEV Procedure NA for arrival (18.5) on GRI VORTAC airway ITBEW radials 077° CW 108° **GRASI** (FAF) FOBDO **GRAND ISLAND** GRI UC-2 22 OCT 2009 to 19 NOV 2009 CAKAY 2 NM to RW16 ♠ RW16 SARW 16 25 Ny A 2180 4100 2068 A **(** 2131 MISSED APCH FIX **EBWIX** ∆3045 1803 **ELEV** 4 NM 163° to RW16 1863± 3400 FBWIX 4 NM * LNAV only Holding Pattern CEGIT **FOBDO** CAKAY **TDZE** 1803 2 NM to RW16 3400 163° **`**/ठ३° *1 NM to RW16 3400 2480 GS 3.00° TCH 40 1852 ± 6 NM 2.8 NM -1 NM--1 NM-CATEGORY В C D LPV DA 2102-1 299 (300-1) NA LNAV/ 2133-11/4 330 (400-11/4) NA DA VNAV 34 LNAV MDA 2160-1 357 (400-1) NA 2340-1 2300-1 NA CIRCLING 497 (500-1) 537 (600-1) MIRL Rwy 16-34

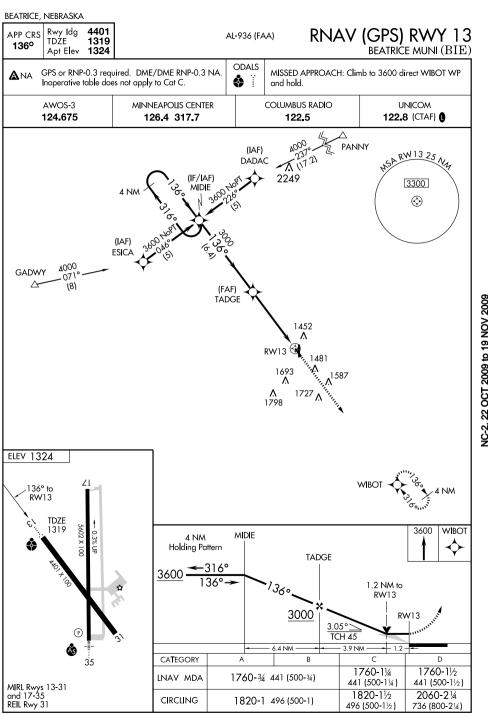
AURORA, NEB	RASKA		AL-6097 (FA	A)		
WAAS CH 87009 W34A	APP CRS Rwy 343° TDZ Apt	Idg 4301 E 1801 Elev 1803		R AUROR	NAV (GPS) RWY 34 a muni-al potter field (AUH)	_
LNAV/\ altimeter	/NAV NA below r setting not rece	/ -18°C (0°F) or (ived, use Grand	d altimeter setting. For ur above 54°C (130°F). DM Island altimeter setting an Grand Island altimeter setti	E/DME RNP-0.3 N d increase a ll DA 4	VA. When local Climb to 3400 direct	
AWOS-3 121.225			MINNEAPOLIS CENTER 119.4 278.8		UNICOM 122.8 (CTAF)	
		MISSED APCH	CEGIT	\ a	rocedure NA for arrivals t GRASI via V220 ortheast bound.	
		2190∧	2068 _A 2131 _A	↑ 2180 (FAF)		0000
		3045∧	2009 ± 33 4 3 (IF) EBWIX	3400 — 257° (5.1)	(IAF) (IAF)	2 22 OCT 2000 to 40 NOV 2000
	AF) MAD 🛆	3400 067° (13.1)			ELEV 1803 91 (d)	C CIA
3400 CI	EGIT	AVU	JYU EB	Procedure WIX Turn NA		
*LNAV only	*1.3 NM to RW34	~3 ^{A3°} - 3	343° — 3400	GS 3.00° TCH 40	1852 ± ₹	
CATEGORY	1.3 NM + A	- 3.5 NM	- 6 NM - C	- D	TDZE	
LPV DA	A 2051-1 250 (300-1)		N	A	® 1801	
LNAV/ DA	2129-1¼ 328 (400-1¼)		•		1859±A	
LNAV MDA	2260-1 459 (500-1) 2300-1 2340-1		1	A A		
CIRCLING	497 (500-1)			^	MIRL Rwy 16-34]

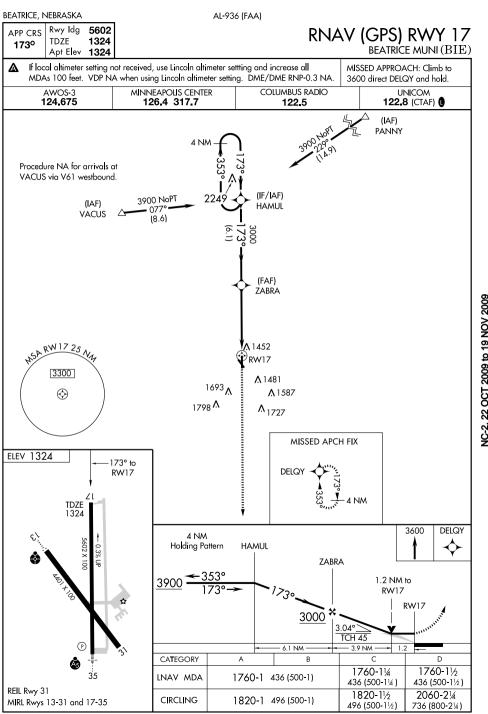


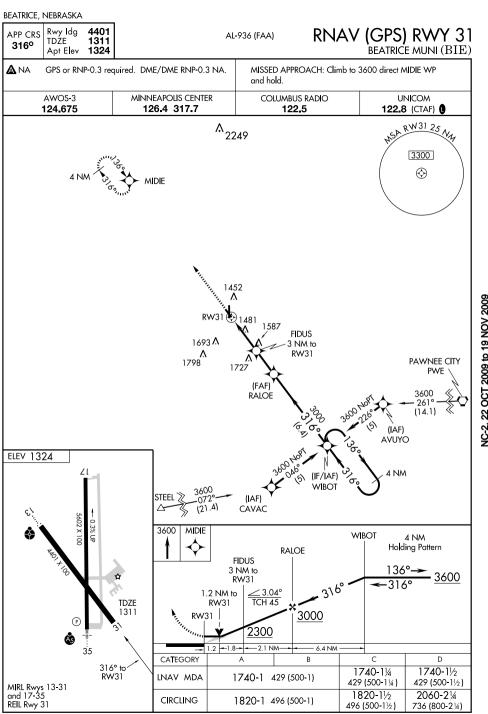


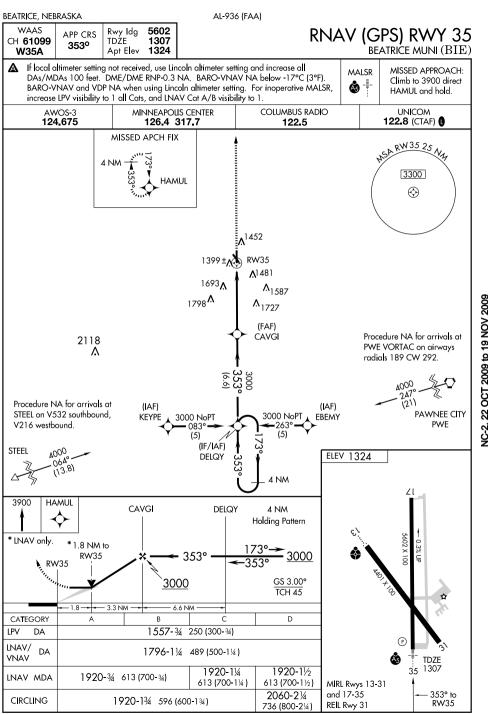


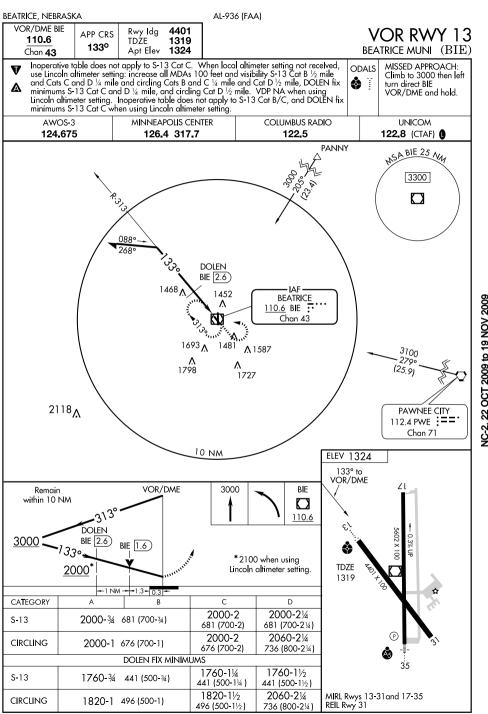
BASSETT, NEBRASKA AL-6572 (FAA) 4699 RNAV (GPS) RWY 31 Rwy Idg APP CRS TDŹE 2349 313° BASSETT/ROCK COUNTY (RBE) Apt Elev 2349 V Use Ainsworth altimeter setting. MISSED APPROACH: Climb to 4600 via 313° course to A NA GPS or RNP-0.3 REQUIRED. DME/DME RNP-0.3 NA CALRO and hold. CTAF **DENVER CENTER** 122.8 0 122.9 127.95 338.2 CALRO 2890 RW31 **AINSWORTH** NC-2 22 OCT 2009 to 19 NOV 2009 ANW (FAF) 2.5 NM to CABAT RW31 (IAF) DAKLE 5100 125.91 261 (27.5)O'NEILL ONL (IAF) SA RW31 25 My (IF/IAF) **FABET ELEV 2349** BARKE 5100 4049 \bigcirc 4600 CALRO 4 NM Holding Pattern BARKE CABAT 2.5 NM to 313° RW31 <u>∠3.05</u>° TCH 40 **TDZE** 2349 RW31 4100 VGSI and descent angles 3180 not coincident. 2.5 NM → - 2.8 NM · 6.6 NM 313° to CATEGORY В D Α RW31 LNAV MDA 2840-1 491 (500-1) NA 2880-1 2900-1 CIRCLING NA MIRL Rwy 13-31 551 (600-1) 531 (600-1)

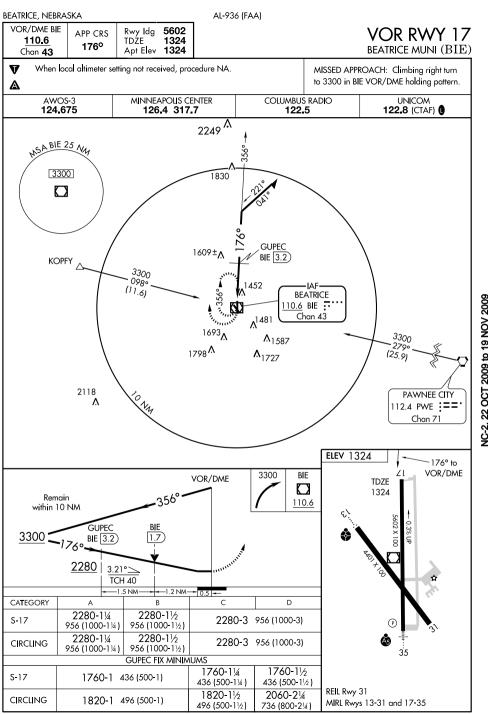


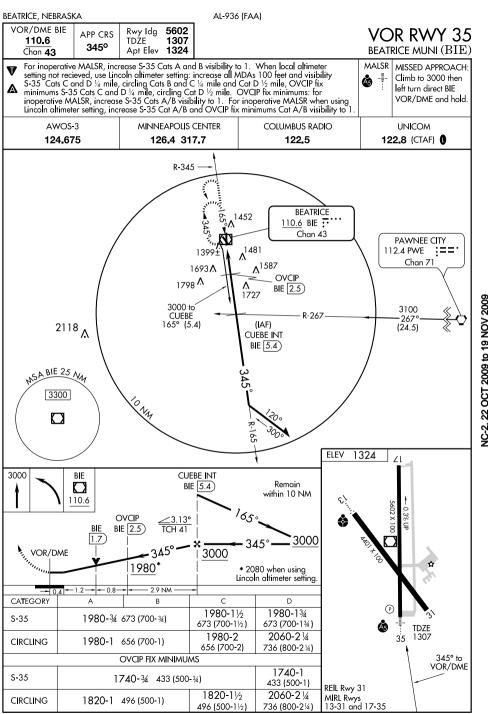












BLAIR, NEBRASKA AL-10376 (FAA) RNAV (GPS) RWY 13 Rwy Ida 4200 APP CRS TDŻE 1318 134° BLAIR MUNI (BTA) 1325 Apt Elev DME/DME RNP-0.3 NA. VDP NA when using Eppley Airfield altimeter setting. When local altimeter setting not received, use V MISSED APPROACH: Climb to 3600 direct FALUK and hold. A Eppley Airfield altimeter setting and increase all MDA 80 feet. AWOS-3 OMAHA APP CON CTAF 122.9 120,225 120.1 354.05 (IAF) DOSÁF 3600 (IF/IAF) 2900 224 BIKPE DOSAF MAD BIXPE (NOPT) DOSAF 2900 BIKPE 9 1630± (IAF) CESGI (FAF) NC-2 22 OCT 2009 to 19 NOV 2009 AFUGU 1375± П **IFODO** ĆESGI 2.1 NM 2900 to RW13 RW13 6 NM to 3800 30 NM to CESG 1599 **ELEV 1325** 134° to **RW13** TDZE 4 NM 3600 **FALUK BIKPE AFUGU** 1318 Holding Pattern **IFODO** 2.1 NM to RW13 1.3 NM to 2900 RW13 2900 **RW13** 2020 3.04°≤ TCH 40 2.7 NM--0.8 NM- 1.3 NM -6.2 NM-CATEGORY C Α LNAV MDA 1780-1 462 (500-1) NA REIL Rwy 31 (CIRCLING MIRL Rwy 13-31 1780-1 455 (500-1) NA

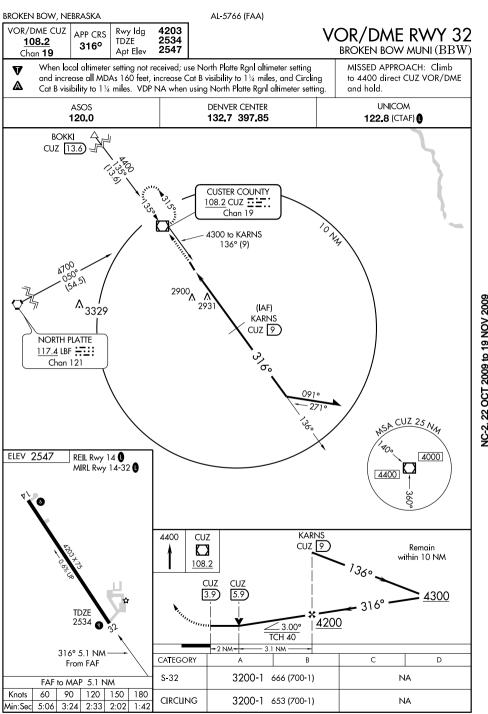
BLAIR, NEBRASKA AL-10376 (FAA) RNAV (GPS) RWY 31 Rwy Ida 4200 APP CRS TDŻE 1314 314° BLAIR MUNI (BTA) 1325 Apt Elev DME/DME RNP-0.3 NA. VDP NA when using Eppley Airfield altimeter setting. When local altimeter setting not received, use V MISSED APPROACH: Climb to 2900 direct BIKPF and hold A Eppley Airfield altimeter setting and increase all MDA 80 feet. AWOS-3 COLUMBUS CENTER CTAF 120.225 122.9 120.1 354.05 **BIKPE** · Andread Andread Andread 30 MM to HENUN 1356± JALKU 3600 RW31 2.3 NM NC-2 22 OCT 2009 to 19 NOV 2009 HENUN to RW31 1599 30 NM to GUDA (FAF) EKABE 3800 (IAF) 3600 HÈNUN 2548 9 GUDAC 4 NM FALUK 3600 (IF/IAF) **ELEV 1325** 15 NM 10 30 NW to FALITY (IAF) FALUK GUDAC 2900 **BIKPE** 4 NM Holding Pattern **FALUK EKABE JALKU** 2.3 NM to RW31 0.9 NM to 3600 RW31 RW31 3100 2060 _3.04° **TDZE** TCH 40 1314 0.9 NM -1.4 NM-3.2 NM 6.3 NM-D 314° to CATEGORY Α RW31 LNAV MDA NA 1620-1 306 (300-1) REIL Rwy 31 0 1680-1 1780-1 CIRCLING MIRL Rwy 13-31 NA 355 (400-1) 455 (500-1)

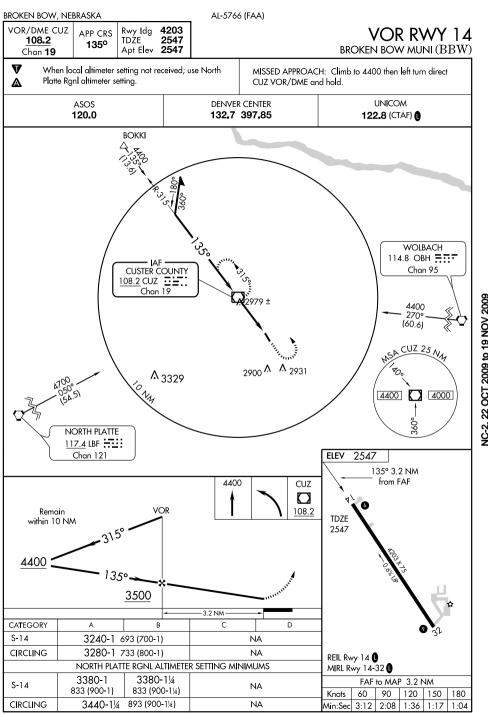
BROKEN BOW, NEBRASKA AL-5766 (FAA) Rwy Ida WAAS APP CRS 4203 RNAV (GPS) RWY 14 CH **72609** TDŹE 2547 1410 BROKEN BOW MUNI (BBW) Apt Elev 2547 W14A When local altimeter setting not received, use North Platte Rgnl altimeter setting and increase all DA/MDA 160 feet and increase LPV all Cats visibility ½ mile, LNAV/VNAV all Cats visibility ¾ mile, LNAV and circling Cat B visibility ¾ mile. VDP and Baro/VNAV NA when using North Platte Rgnl altimeter setting. DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 54°C (130°F). MISSED APPROACH: Climb to 4300 direct LUXXE and hold. UNICOM DENVER CENTER 120.0 132.7 397.85 122.8 (CTAF) ((IAF) BOKKI (IF IMEÓI 141° (FAF) HIDPÁ 2849 **FEKUK** 2.8 NM to RW14 BONIL Procedure NA for arrivals at 2900∧ BONIL via V172 eastbound. Λ_{3329} NSA RW 14 25 Ny 4500 2547 ELEV LUXXE 141° to RW14 4300 LUXXE Procedure MEQ HIDPA Turn **FEKUK** NΑ TDZE 2.8 NM 2547 3900 to RW14 4500 * 1.9 NM *LNAV on y 1400 to RW14 ***-**1410 RW14 3900 *3480 VGSI and RNAV glidepath not coincident. 6.1 NM 1.3 NM→ -- 0.9 NM --1.9 NM CATEGORY D C LPV DA 2802-1 255 (300-1) NA LNAV/ DA 3192-21/4 645 (700-21/4) NA VNAV REIL Rwy 14 (LNAV MDA 3180-1 633 (700-1) NA MIRL Rwy 14-32 1 CIRCLING 3180-1 633 (700-1) NA

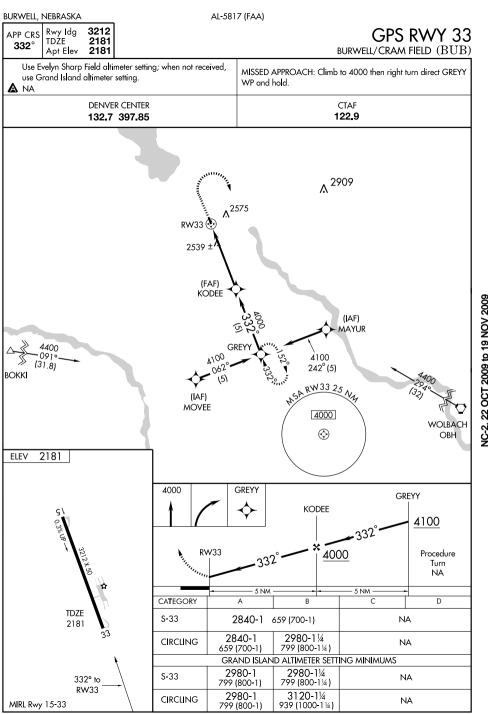
UC-2 22 OCT 2009 to 19 NOV 2009

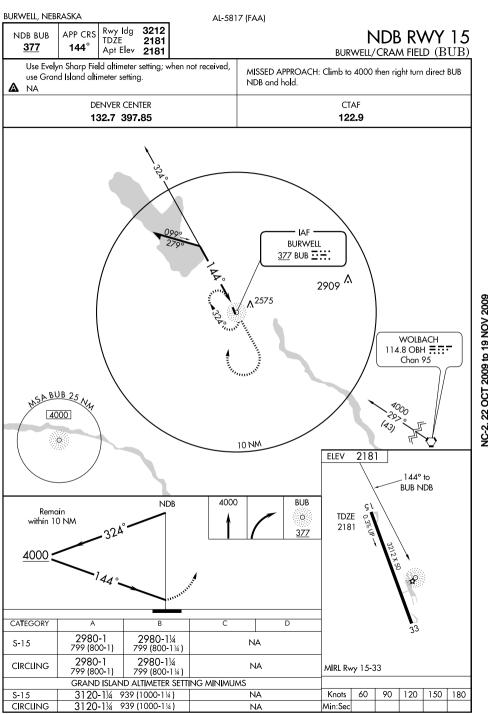
BROKEN BOW, NEBRASKA AL-5766 (FAA) 4203 WAAS APP CRS Rwy Ida RNAV (GPS) RWY 32 CH 97409 TDŹE 2534 321° BROKEN BOW MUNI (BBW) Apt Elev 2547 W32A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 54°C (130°F). When local altimeter setting not received, use North Platte Rgnl altimeter setting and increase all DA/MDA 160 feet and increase LPV all Cats visibility ½, mile, increase LNAV/VNAV all Cats visibility 1½ mile, increases LNAV ANA when using North Platte Rgnl altimeter setting. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. MISSED APPROACH: Climb to 4500 direct IMEQI and hold. DENVER CENTER UNICOM 120.0 132.7 397.85 122.8 (CTAF) (5 NM 2931 ³³²⁹∧ Procedure NA for arrivals at 2900 ∧ BONIL via V172 eastbound. (FAF) YEARR (IAF) BONIL BECOL 4300 (21)15A RW 32 25 Ny (IF) LUXXE 2547 4500 DONHO \bigcirc YOZLE 4500 MEQI YEARR * LNAV only. LUXXE *2 NM to 4300 RW32 4300 321 RW32 Procedure Turn NA 4300 GS 3.00° TCH 40 **TDZE** 37 -2 NM -3.4 NM 6.1 NM 2534 CATEGORY C D LPV DA 2833-1 299 (300-1) NA LNAV/ 321° to DA 3301-234 767 (800-234) NA VNAV RW32 LNAV MDA REIL Rwy 14 (1) 3200-1 666 (700-1) NA MIRL Rwy 14-32 (**CIRCLING** 3200-1 653 (700-1) NA

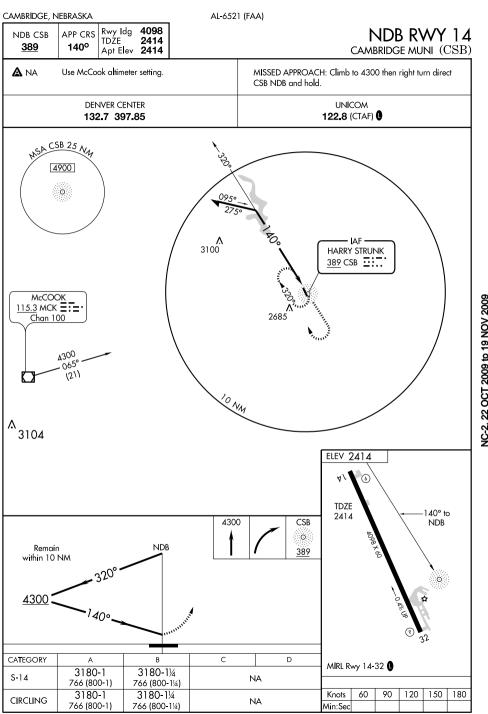
UC-2 22 OCT 2009 to 19 NOV 2009

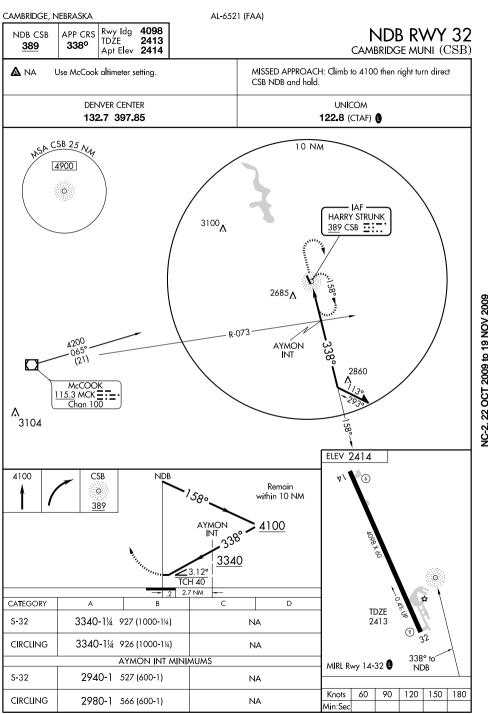


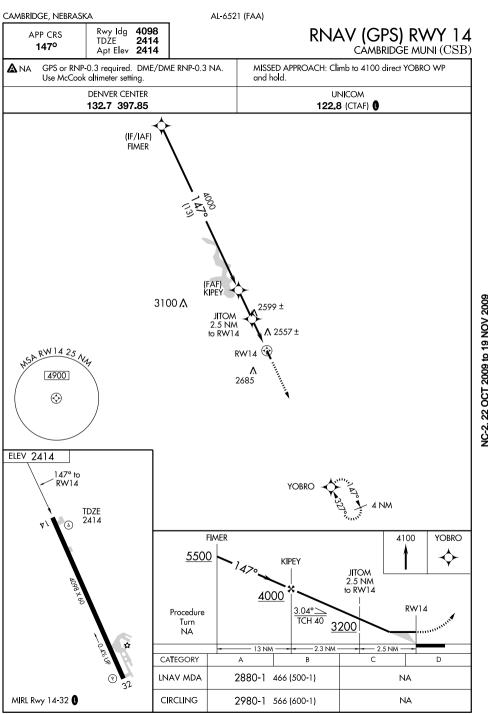


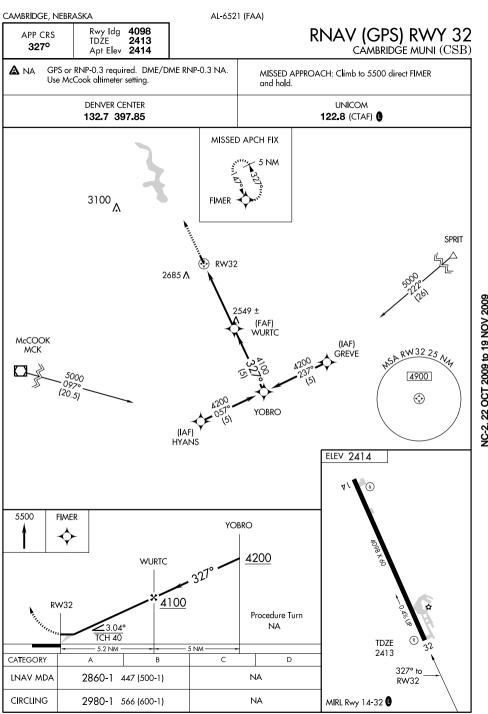


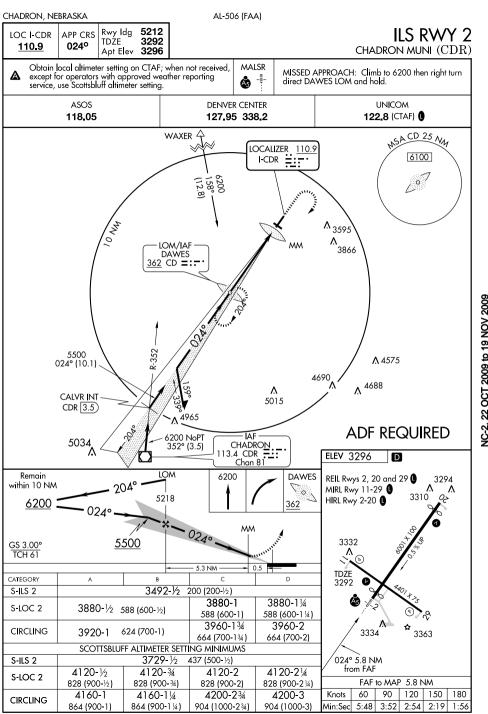


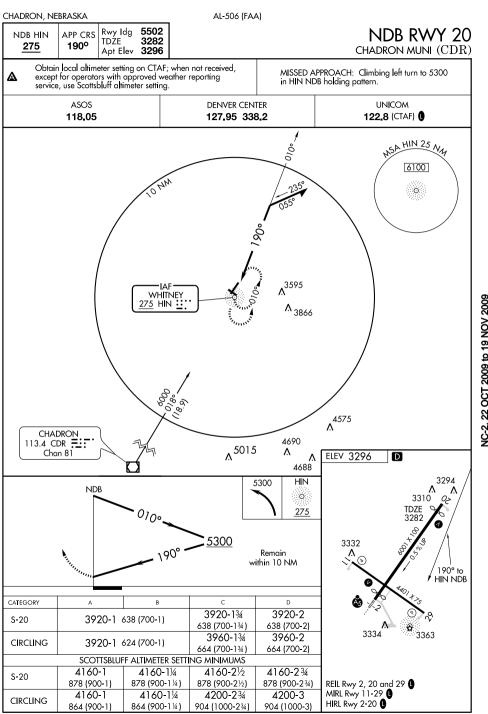


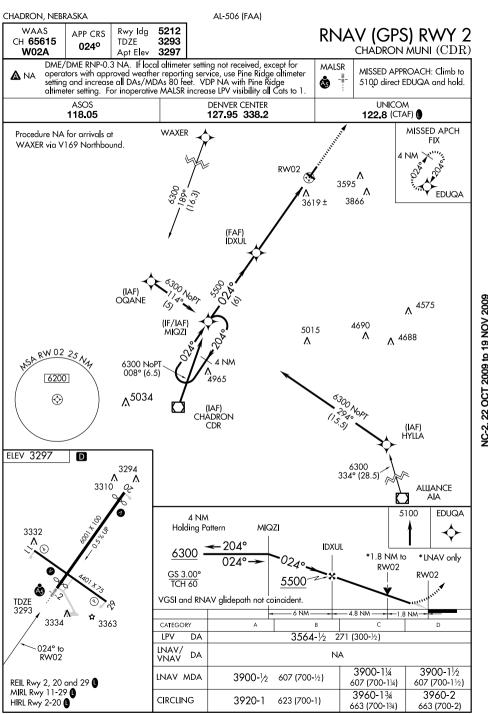


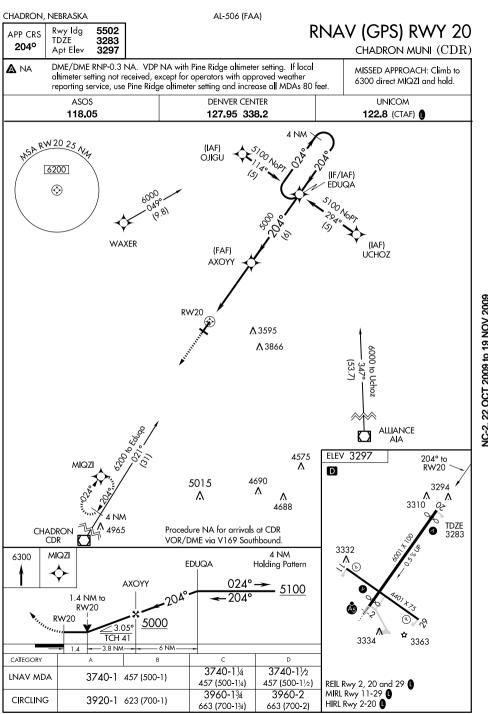


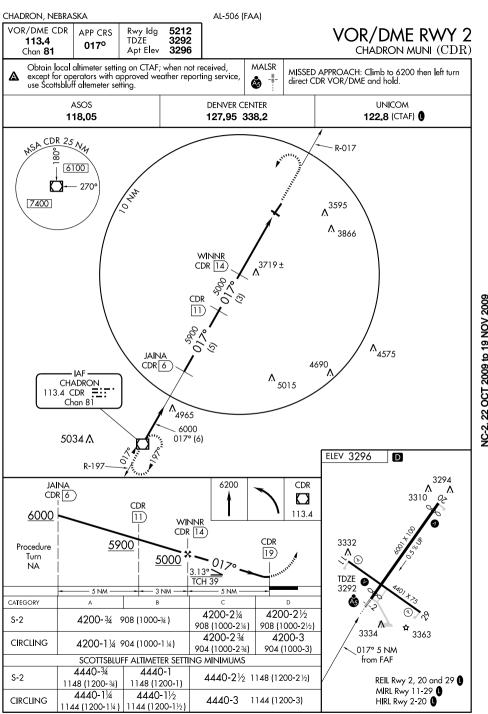


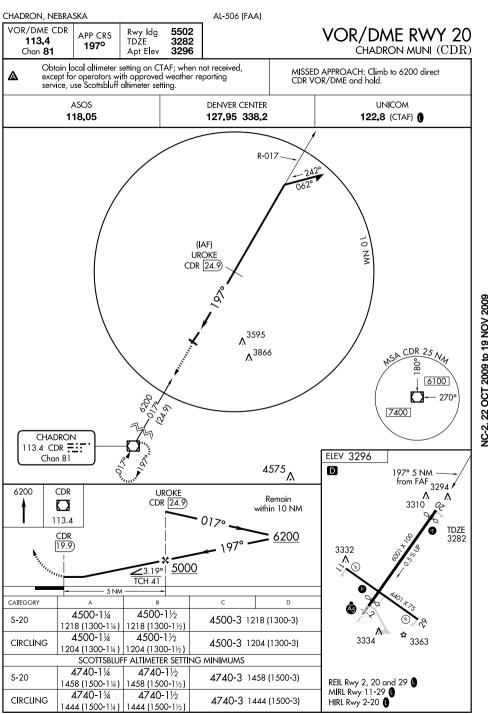


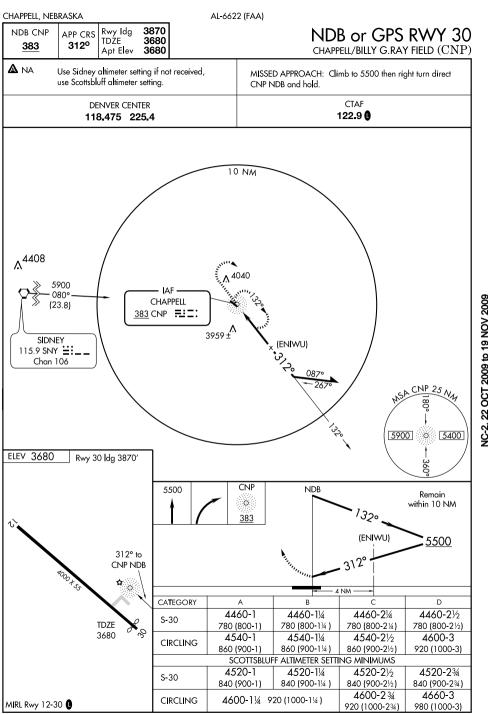


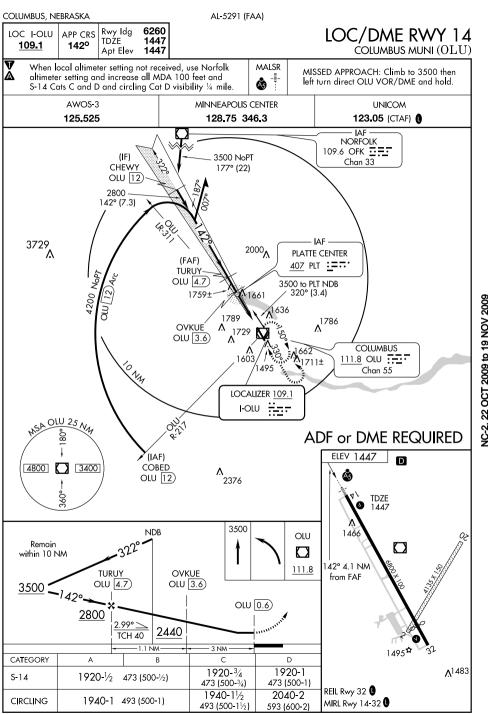


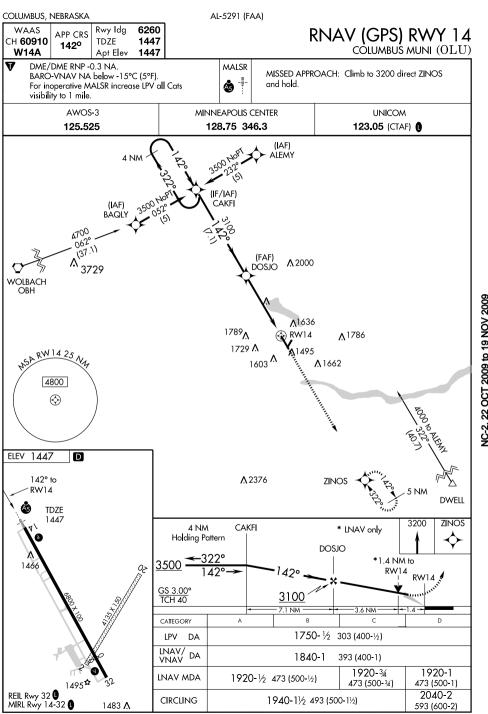


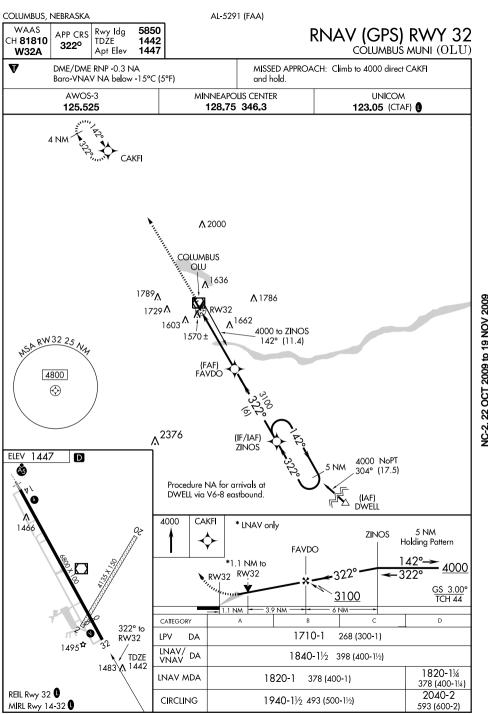


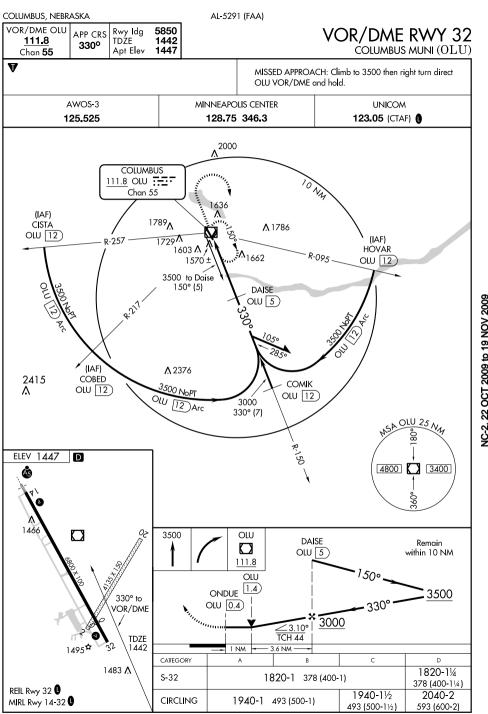


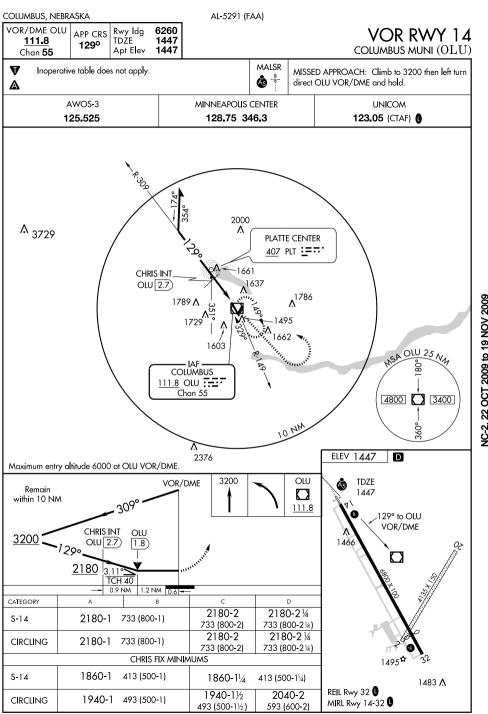


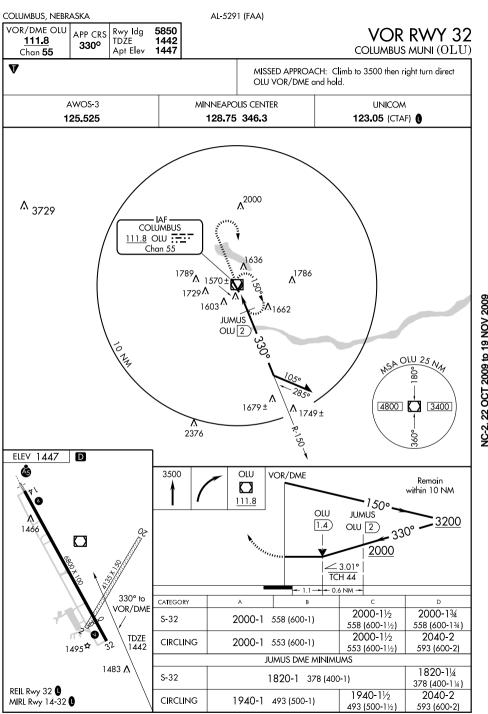


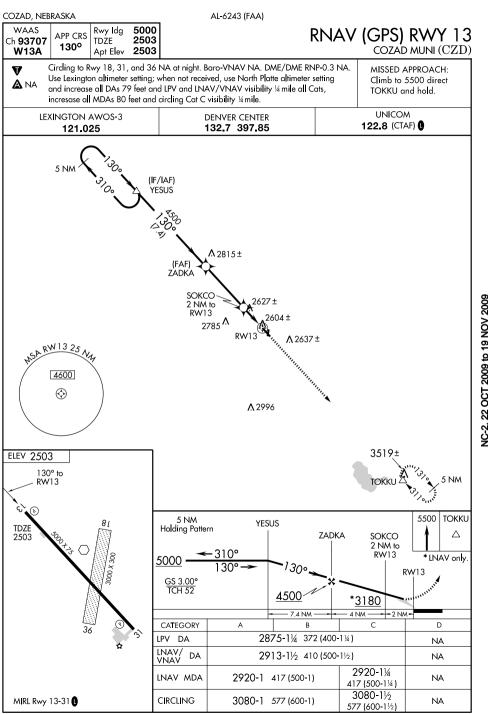










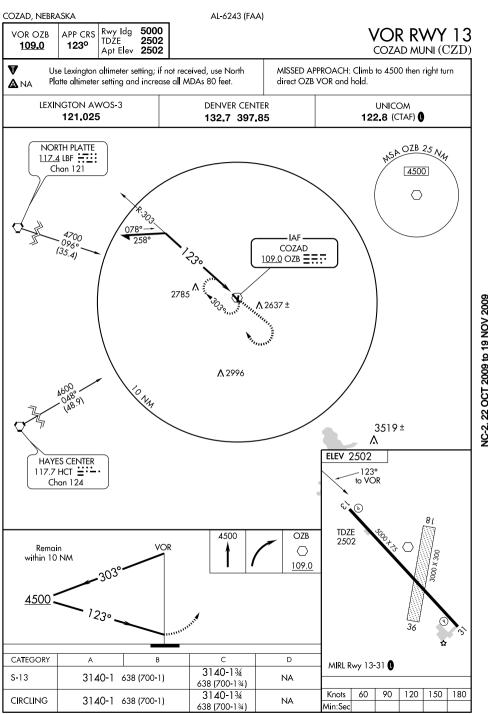


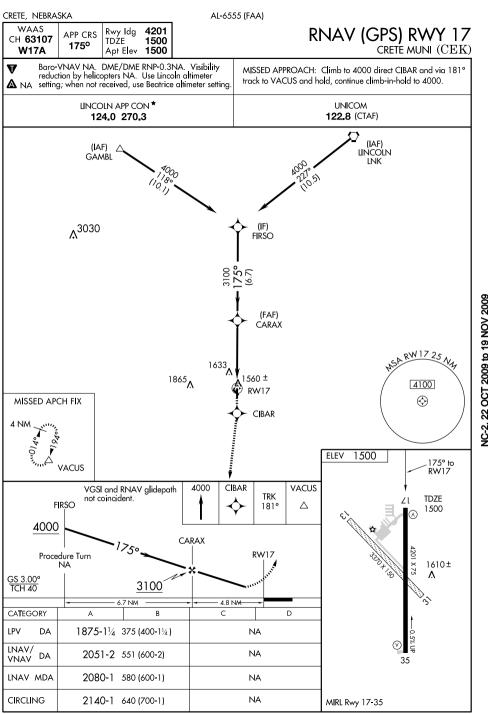
COZAD, NEBRASKA AL-6243 (FAA) Rwy Ida 5000 RNAV (GPS) RWY 31 APP CRS 2501 TDŻE 310° COZAD MUNI (CZD) 2503 Apt Elev Circling to Rwy 18, 31, and 36 NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Lexington altimeter setting; when not received, use North Platte altimeter setting and increase all MDAs 80 feet, increase LNAV Car C visibility ¼ mile and circling Car C visibility ¼ mile. V MISSED APPROACH: Climb to 5000 direct to YESUS and hold. 🛕 NA **LEXINGTON AWOS-3 DENVER CENTER** UNICOM 121.025 132 7 397.85 122.8 (CTAF) 0 2785 ^ 1.0 £ 2637 £ **1** ∆ 2685± SARW31 25 Ny (FAF) HALAL 4600 ↑ 2996 \bigcirc 3519± **ELEV 2503** (IF/IAF) TOKKU 5 NM 5000 **YESUS 5 NM** Holding Pattern TOKKU Δ HALAL RW31 **TDZE** 2501 4200 VGSI and descent angles 3.03° not coincident. TCH 49 8.9 NM -5.2 NM CATEGORY Α D 310° to 3040-11/2 RW31 LNAV MDA 3040-1 539 (600-1) NA 539 (600-11/2) 3080-11/2 **CIRCLING** 3080-1 577 (600-1) NA

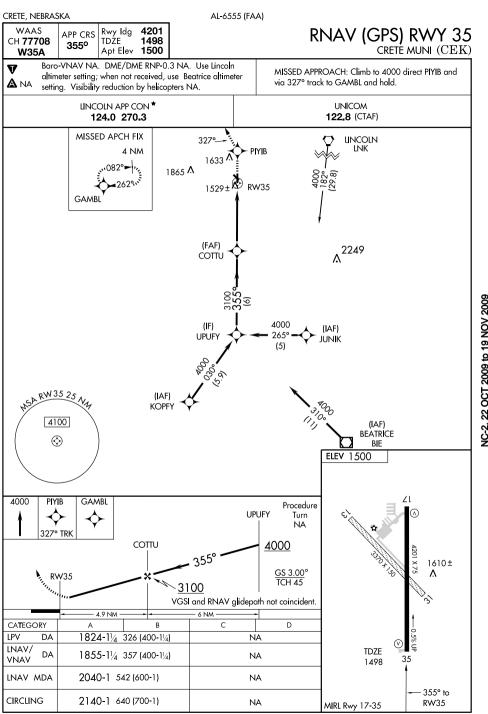
MIRL Rwy 13-31

NC-2 22 OCT 2009 to 19 NOV 2009

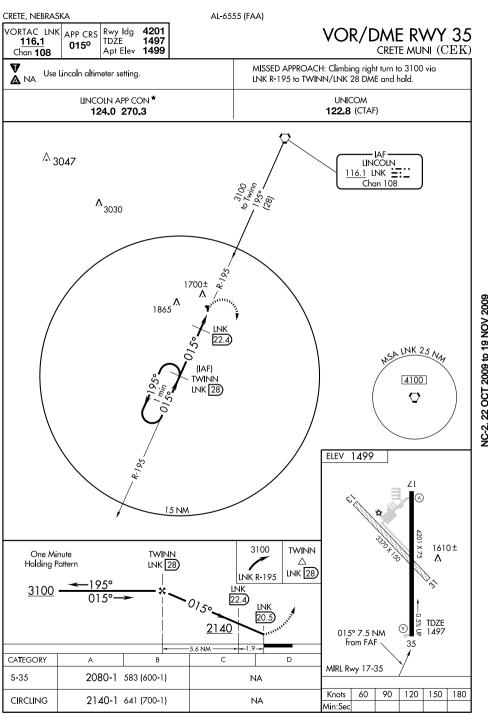
577 (600-11/2)

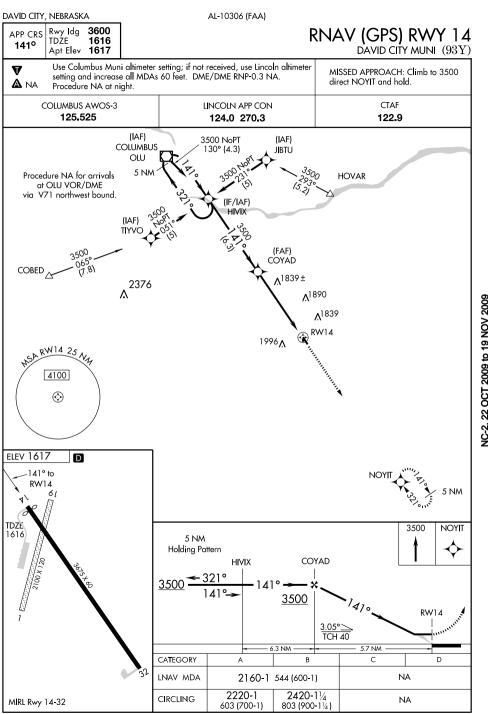


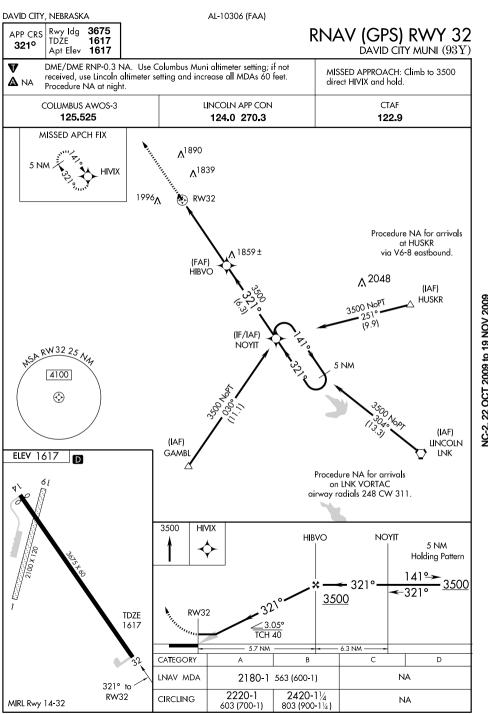


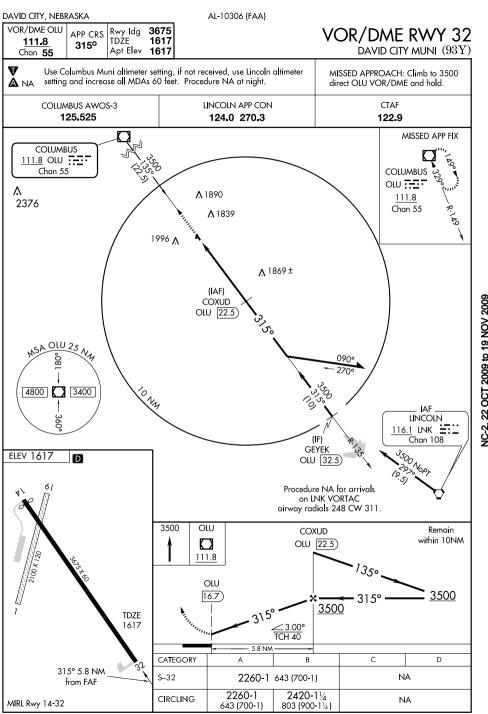


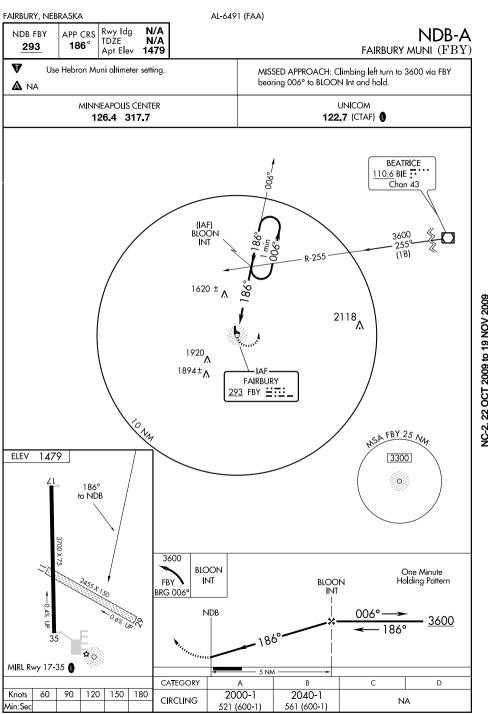
CRETE, NEBRASKA AL-6555 (FAA) VOR/DME RWY 17 VORTAC LNK Rwy Idg 4201 APP CRS 1500 116.1 TDŹE 1960 CRETE MUNI (CEK) Apt Elev 1500 Chan 108 Use Lincoln altimeter setting; when not received, use Beatrice altimeter setting. Visibility reduction by 7 MISSED APPROACH: Climbing left turn to 3100 via LNK VORTAC A NA R-196 to SIYOG/10 DME and hold. helicopters NA. LINCOLN APP CON * UNICOM 124.0 270.3 122.8 (CTAF) ·IAF LINCOLN (IAF) 116.1 LNK =: " OCEY Chan 108 LNK 10 R-258 (IAF) ^3030 (IF) SIYOG JOTEB LNK [10) NC-2 22 OCT 2009 to 19 NOV 2009 LNK [10) 3100 LNK 10) Arc CLOAT LNK [15) 1633 ¹⁸⁶⁵∧ LOYIV 1014 MSA LNK 25 My LNK 19.8) **ELEV** 1500 4100 196° 4.8 NM from FAF TDZE 1500 SIYOG 3100 SIYOG LNK [10) CLOAT LNK 10) 1610± 3100 LNK [15) LNK R-196 ۸ Procedure LOYIV Turn LNK 19.8) 3000 NA VGSI and descent **∠**2.85° angles not coincident TCH 40 -4.8 NM--5 NM-CATEGORY D MIRL Rwy 17-35 2080-1 S-17 580 (600-1) NA 180 Knots 60 90 120 150 CIRCLING 2140-1 640 (700-1) NA Min:Sec

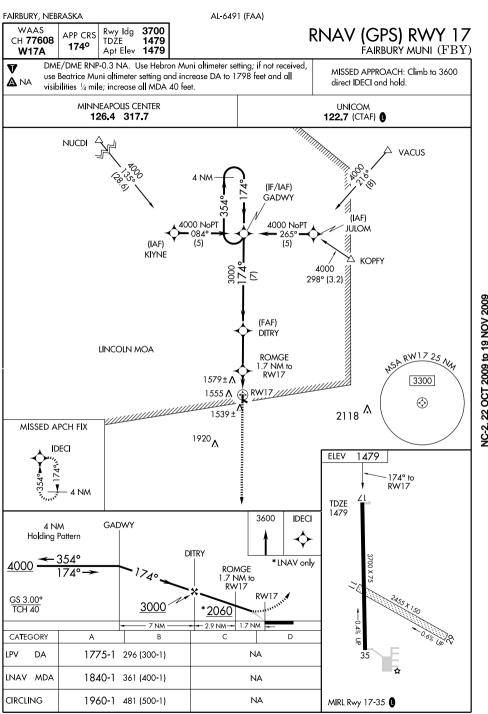


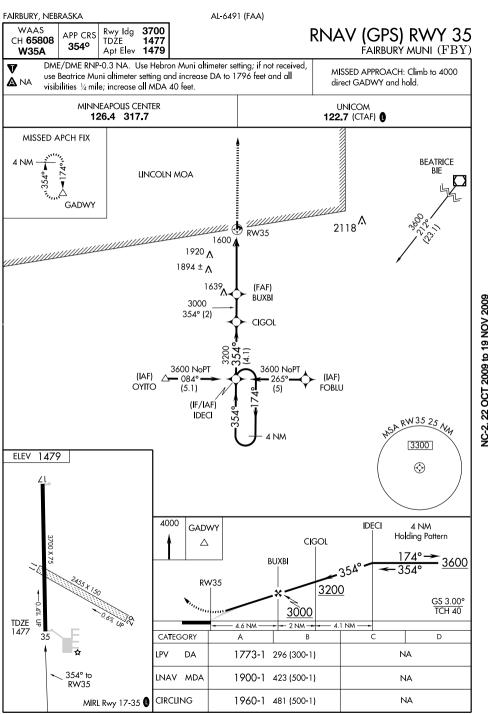


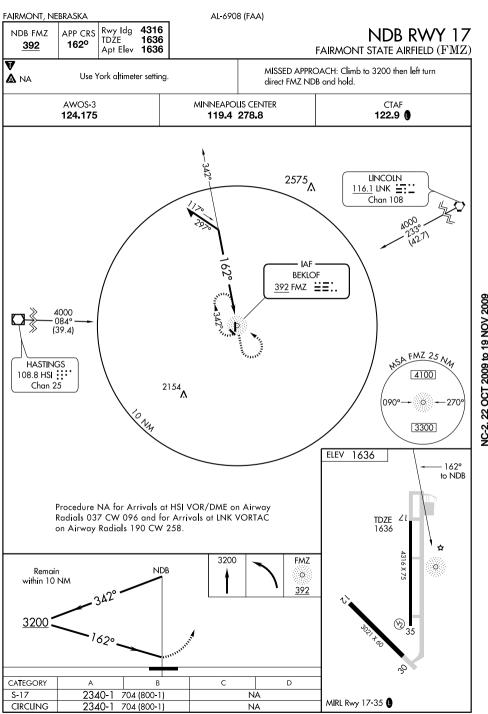


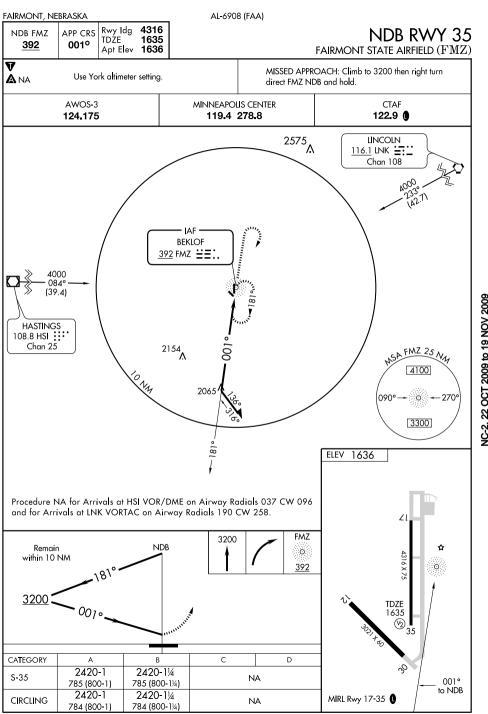


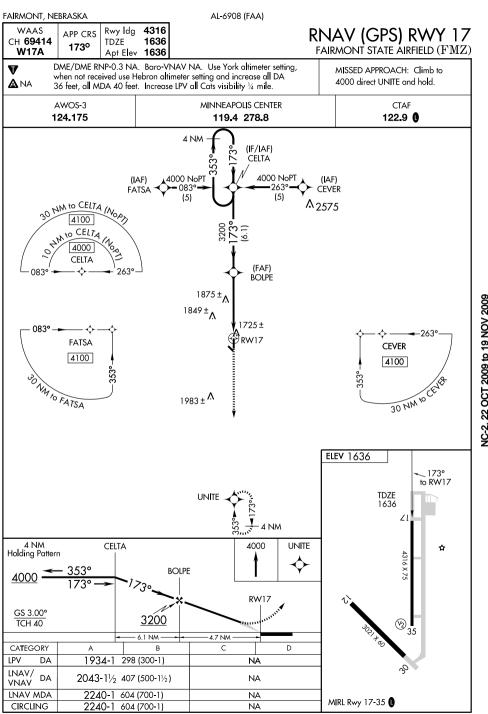


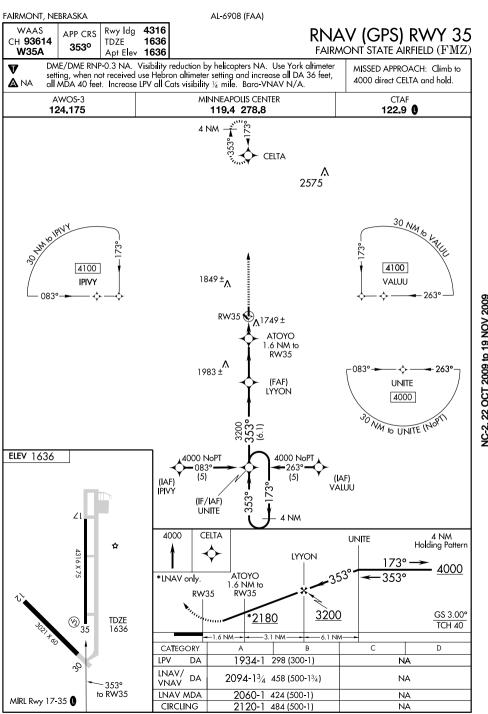


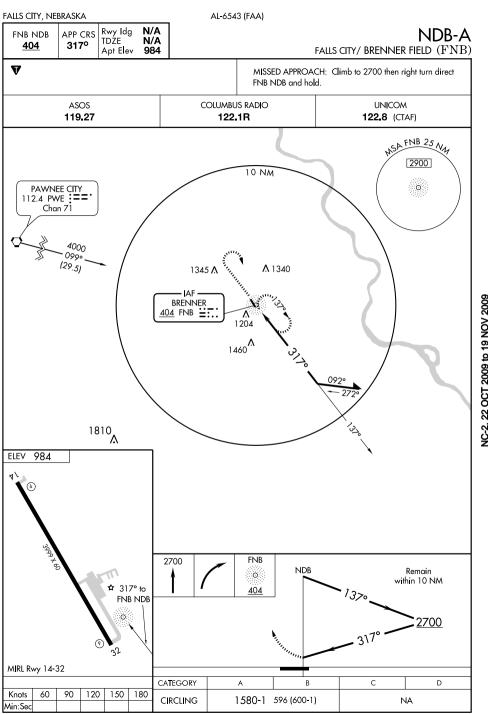


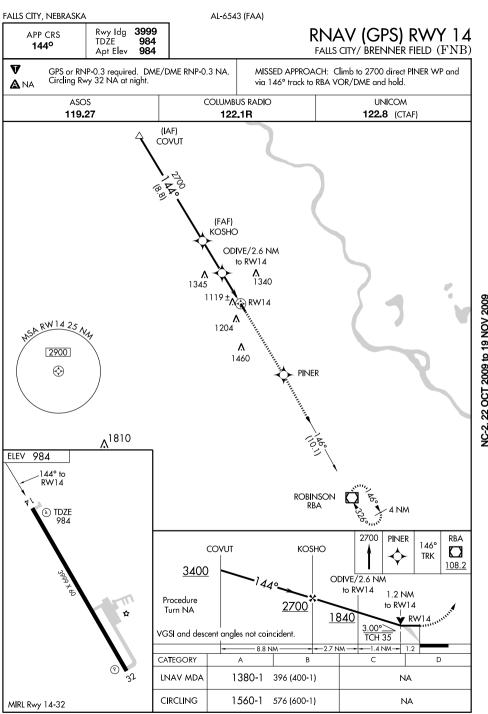


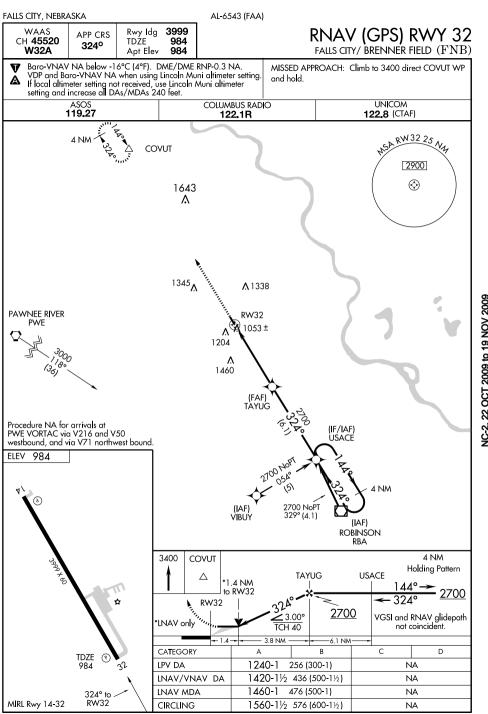












LNAV MDA

CIRCLING

REIL Rwy 14 0

MIRL Rwy 14-32

1540-1 337 (400-1)

1780-1 576 (600-1)

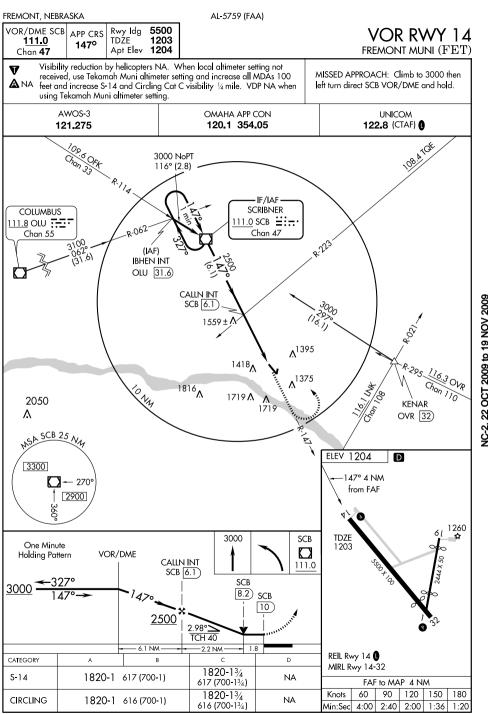
UC-2 22 OCT 2009 to 19 NOV 2009

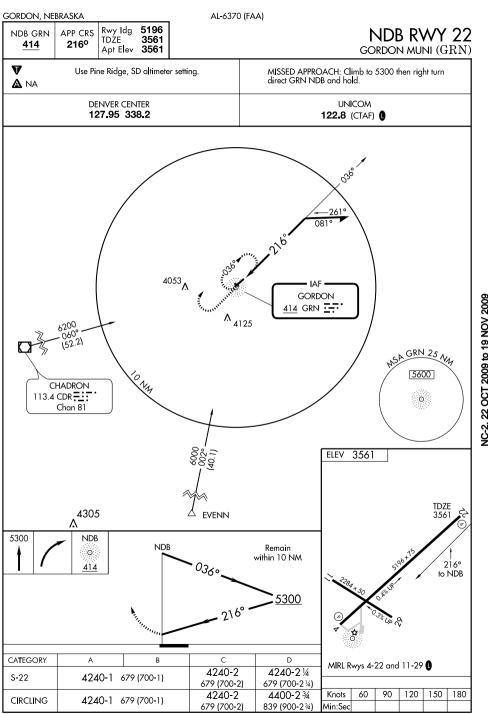
NA

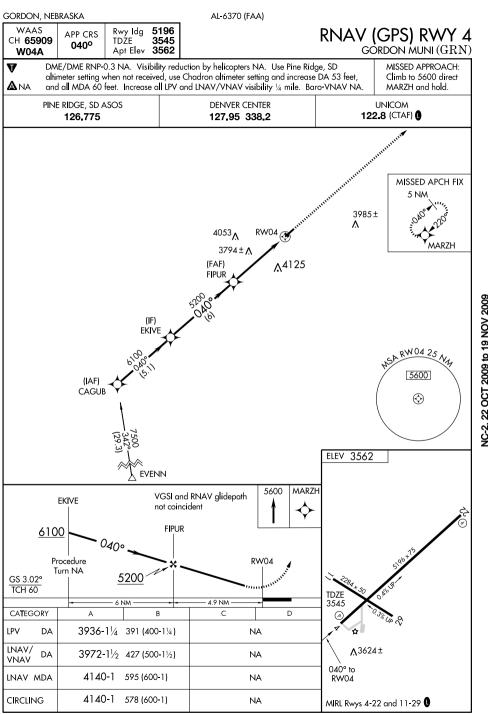
NΑ

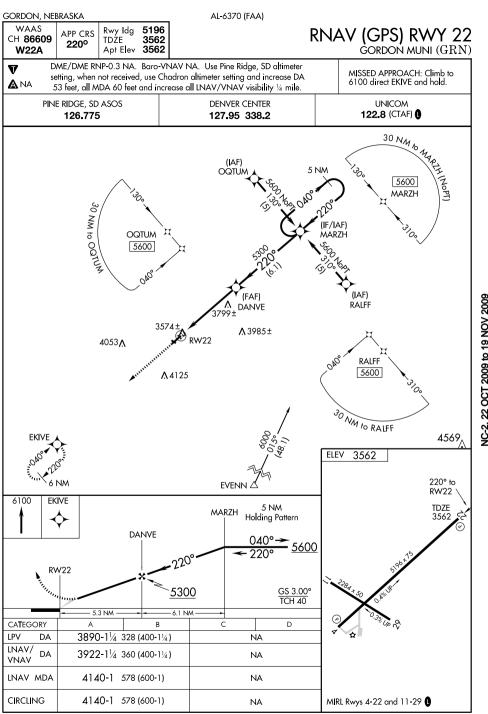
1780-11/2

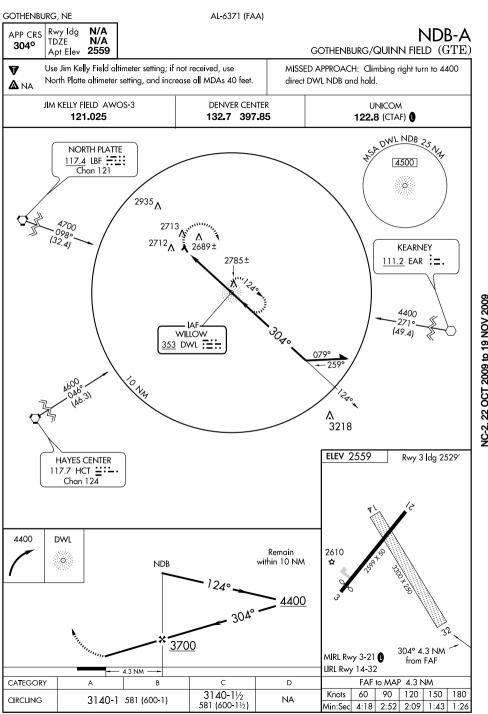
576 (600-11/2)

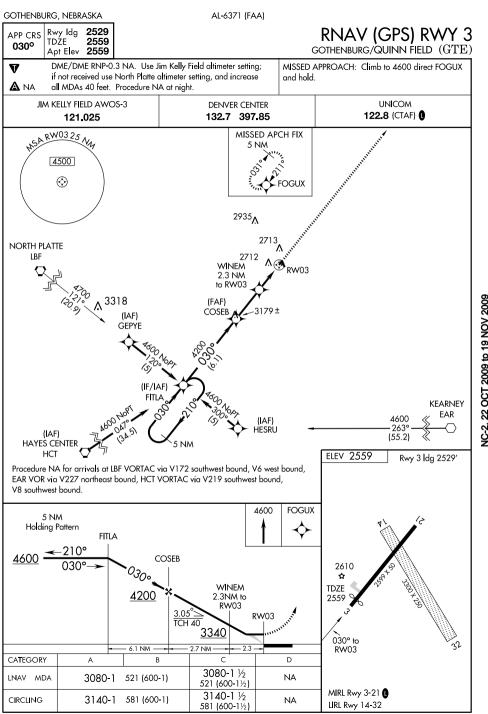


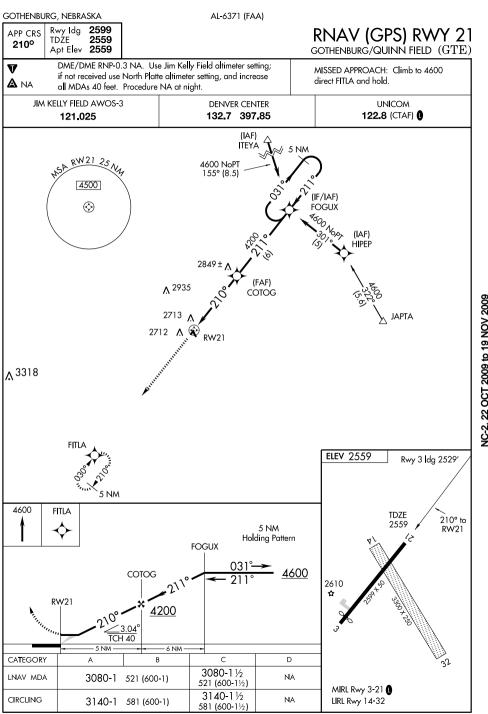


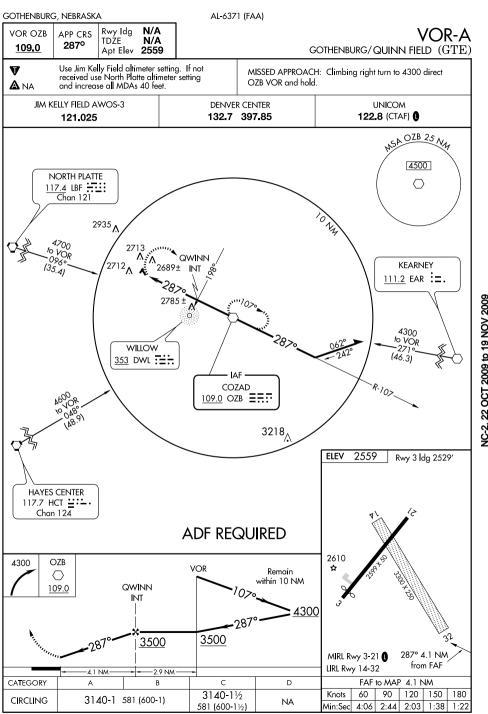


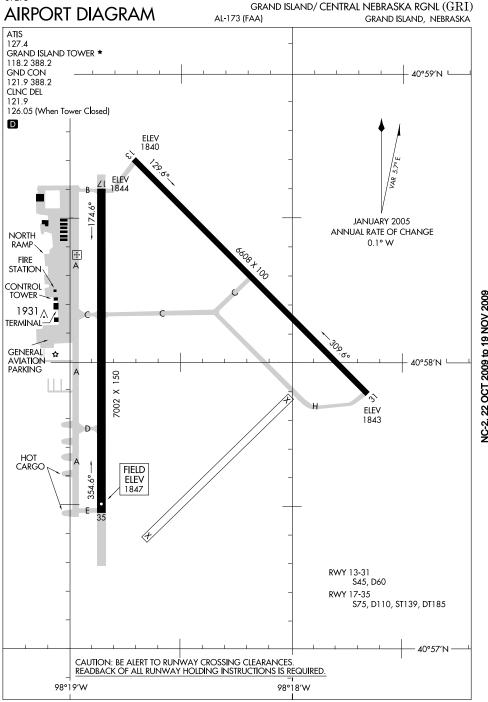






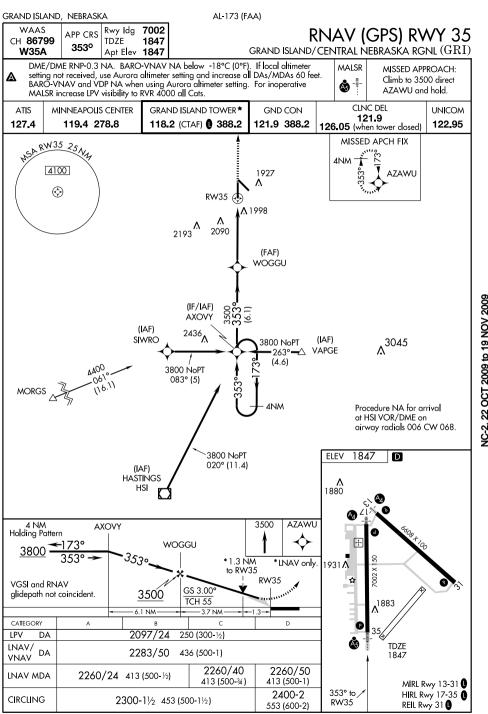


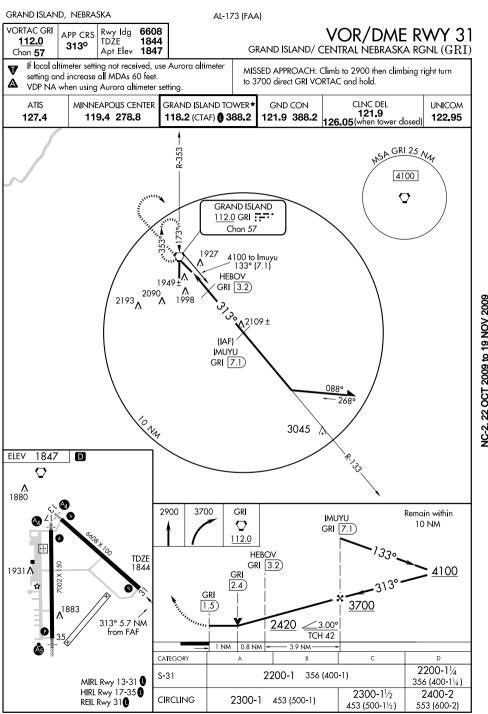


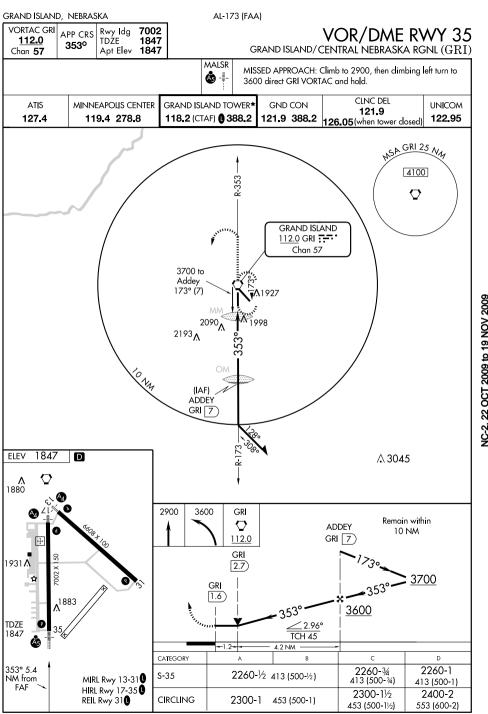


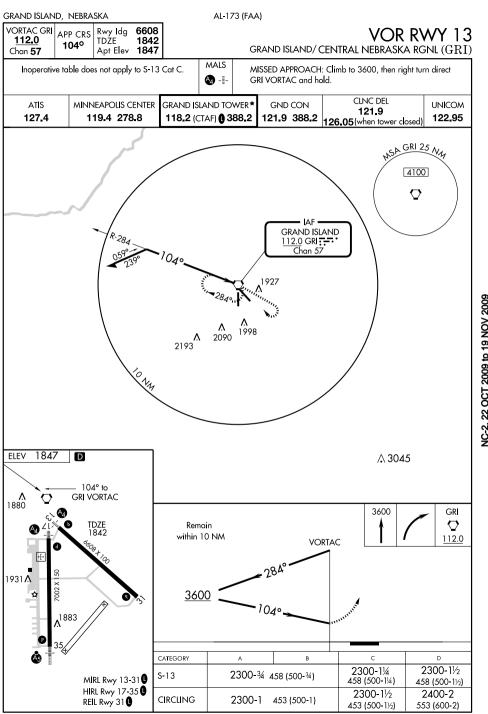
C-2 22 OCT 2009 to 19 NOV 2009

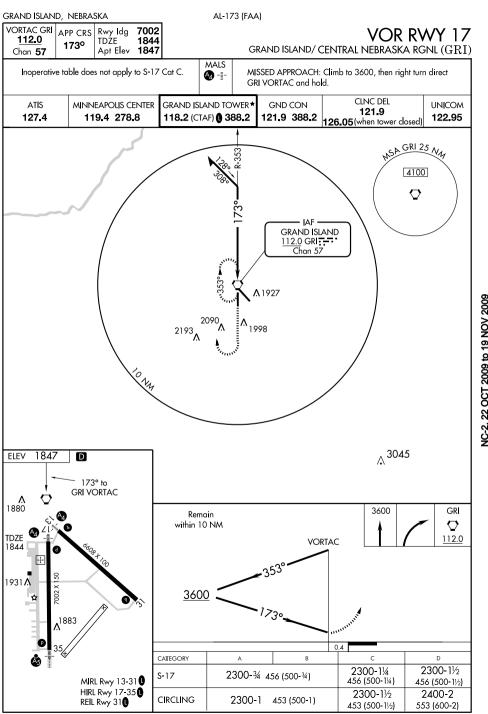
GRAND ISLAND, NEBRASKA AL-173 (FAA) Rwy Idg 6608 RNAV (GPS) RWY 31 APP CRS TDŹE 1844 308° GRAND ISLAND/CENTRAL NEBRASKA RGNL (GRI) Apt Elev 1847 DME/DME RNP-0.3 NA. If local altimeter setting not received, use Aurora altimeter setting and increase all MDAs 60 feet. VDP NA when using Aurora MISSED APPROACH: Climb to 4000 Δ direct AZUYI and hold. altimeter setting. CLNC DEL GRAND ISLAND TOWER ★ GND CON UNICOM ATIS MINNEAPOLIS CENTER 121.9 119.4 278.8 118.2 (CTAF) 0 388.2 121.9 388.2 122.95 127.4 126.05 (when tower closed) **AZUYI** 1927 ~1881± (IAF) RW31 BRADY 2090 UC-2 22 OCT 2009 to 19 NOV 2009 Alongri 1998 2030 ± (FAF) 2193 69 BUNPE KSA RW31 25 Ny 4100 \odot 4NM (IF/IAF) A100 HOPT AGEKY ,038° 3045 7/4 b) 1847 **ELEV** D **^.** 1880 Procedure NA for arrival at HSI VOR/DME on (IAF) HASTINGS airway radials 006 CW 096 and at BRADY via HSI V138 Eastbound or V220 Northeastbound. H 4000 AZUY 4 NM **TDZE AGEKY** Holding Pattern 1844 1931 \Lambda 7002 X 1 BUNPE 1883 4100 0.9 NM 308° to RW31 308° to RW31 RW31 3500 3.04° TCH 42 0.9 -4.1 NM 6.1 NM CATEGORY Α В D MIRL Rwy 13-31 LNAV MDA 2180-1 336 (400-1) HIRL Rwy 17-35 1 2300-11/2 2400-2 CIRCLING 2300-1 453 (500-1) REIL Rwy 31 453 (500-11/2) 553 (600-2)

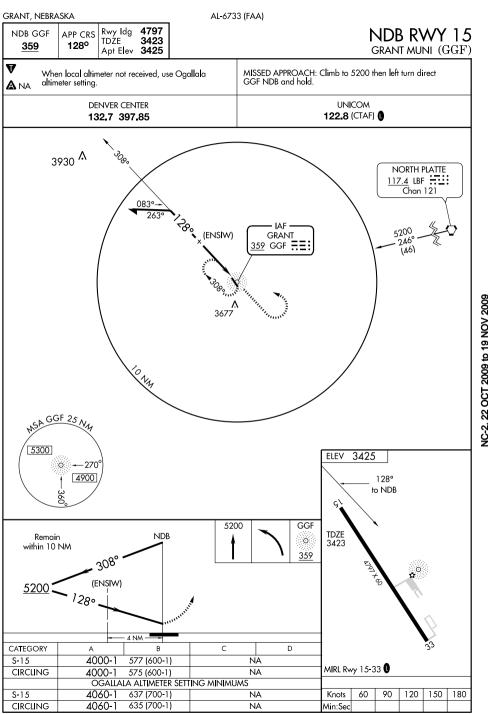


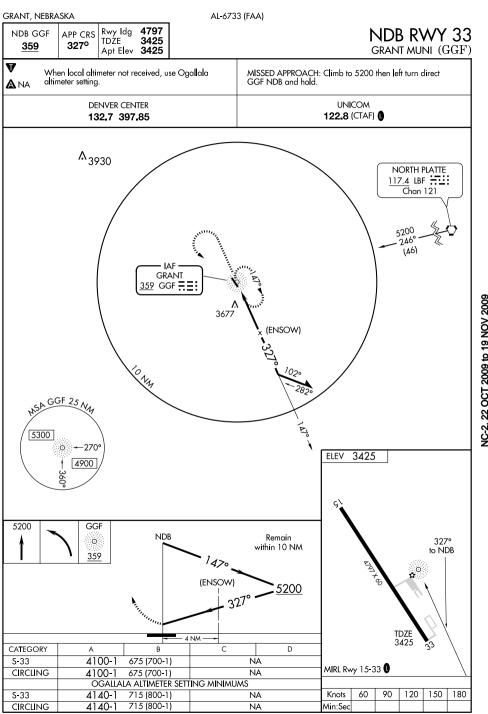


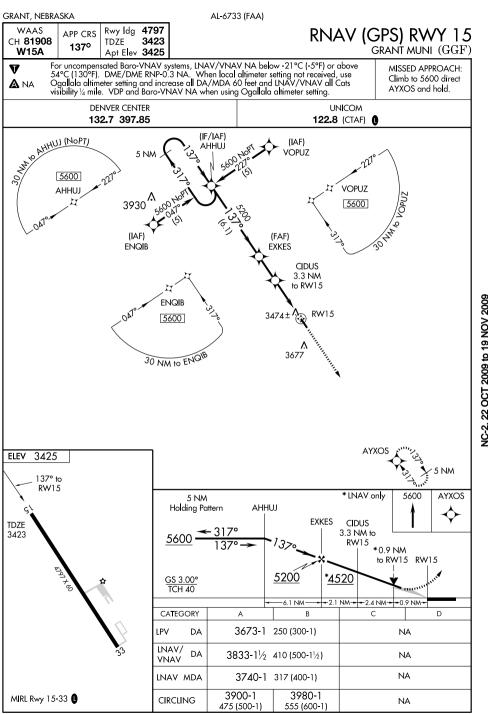


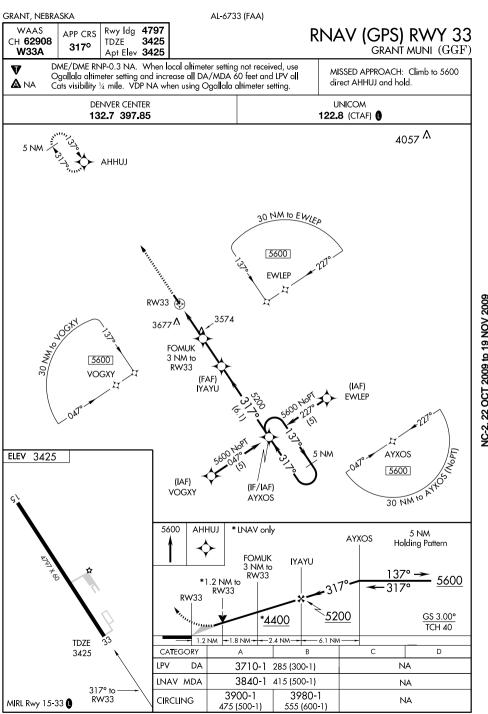


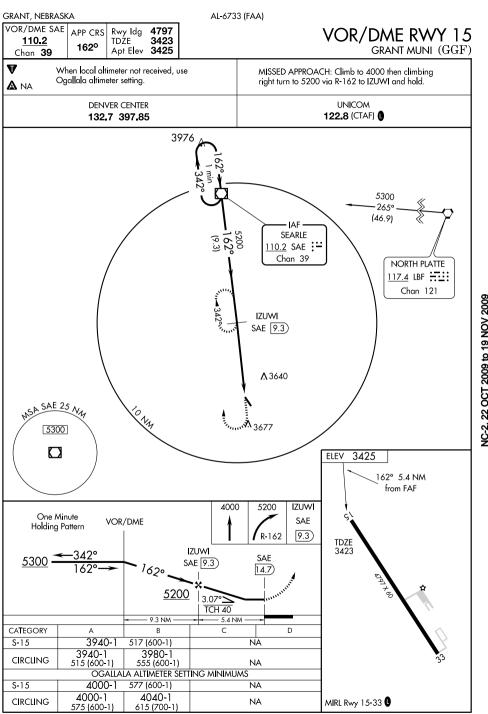


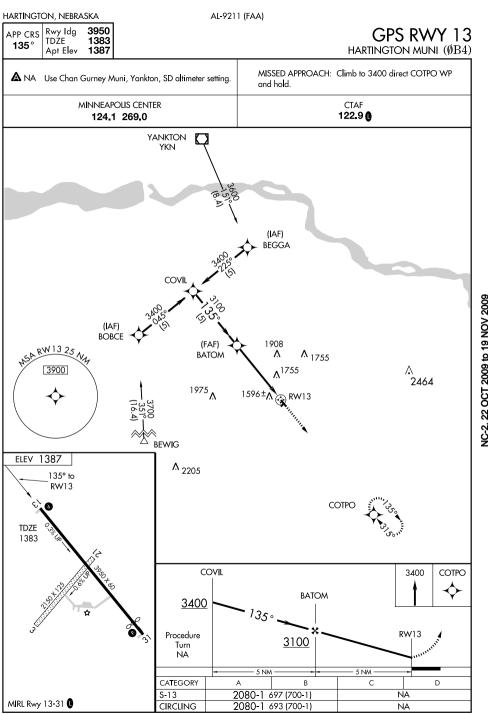


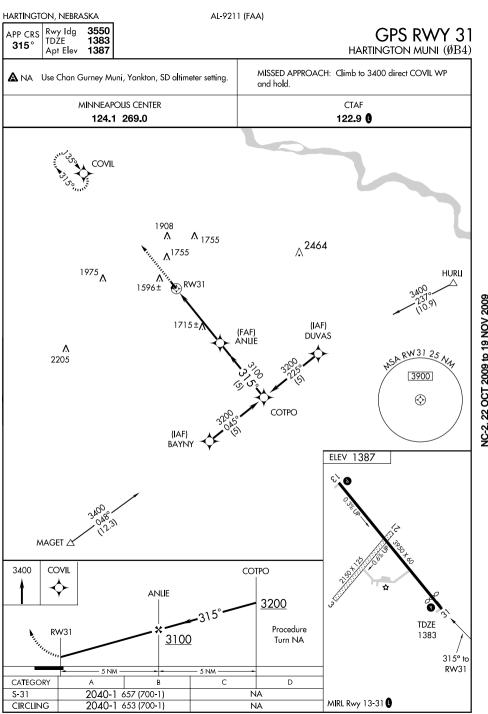




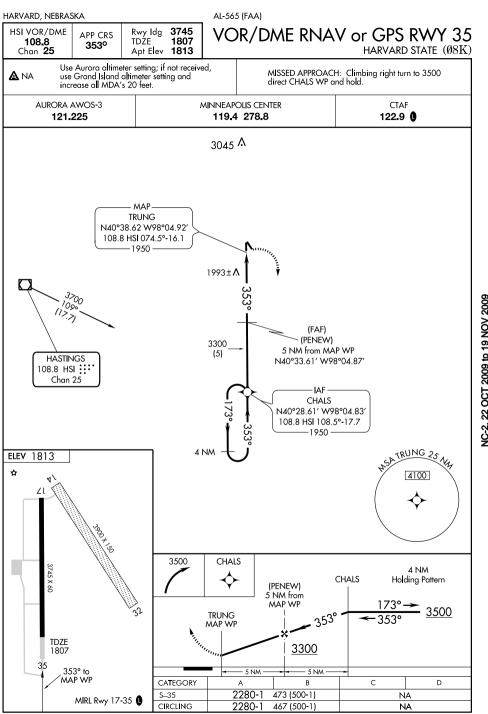


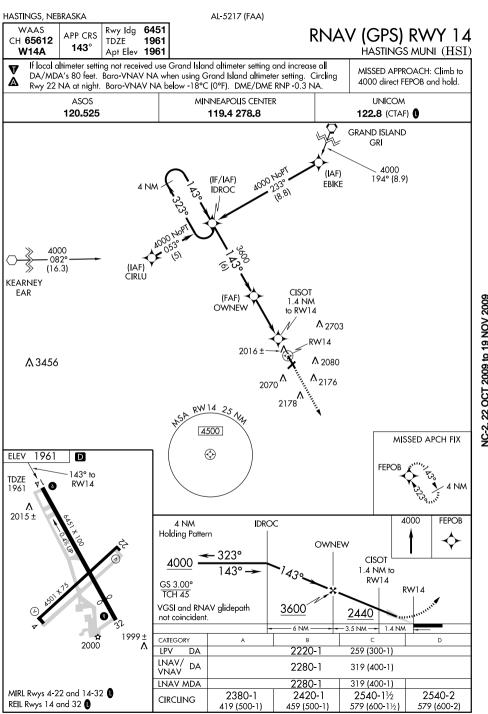


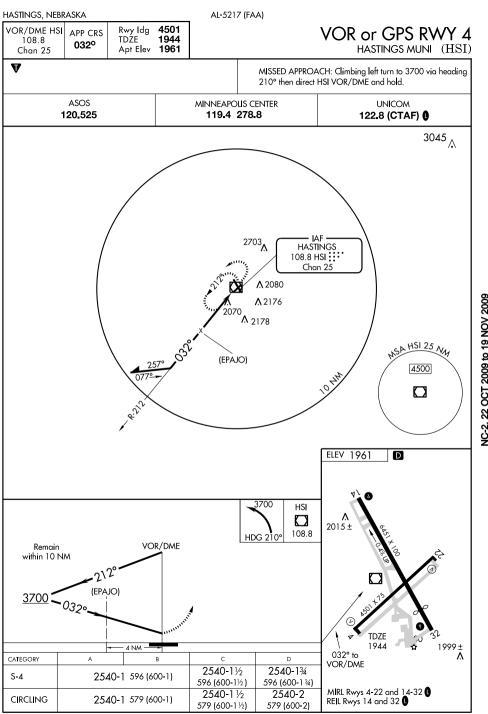


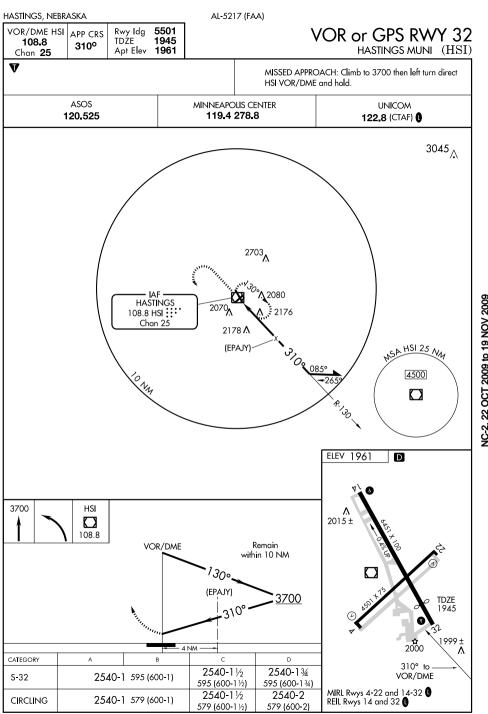


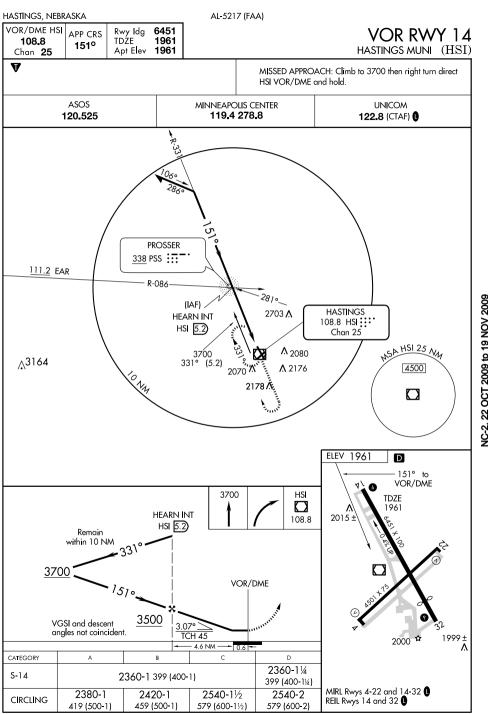
HARTINGTON, NEBRASKA AL-9211 (FAA) VOR/DME YKN 3550 Rwy Idg VOR/DME RWY 31 APP CRS 111.4 TDŹE 1383 336° HARTINGTON MUNI (ØB4) 1383 Apt Elev Chan **51** MISSED APPROACH: Climb to 3200 then left turn via YKN A NA Use Yankton altimeter setting. R-156 to PHILR and hold. MINNEAPOLIS CENTER CTAF 124.1 269.0 122,9 YANKTON 111.4 YKN **Ξ : Ξ ⁻** Chan 51 1908 ۸ ₁₇₅₅ ^²⁴⁶⁴ <u>1755</u> 1975 ۸ **∧** 1596± Λ^{1719±} NC-2 22 OCT 2009 to 19 NOV 2009 (IAF) PHILR YKN 25 2205 MSA YKN 25 Ny **ELEV 1383** 3100 -290° 3500 3200 PHILR PHILR YKN 25) Remain Δ within 10 NM YKN R-156 156° **TDZE** 3200 336° 1383 YKN 19.9) 3200 336° 5.1 NM from FAF 5.1 NM -CATEGORY S-31 2040-1 657 (700-1) NA MIRL Rwy 13-31 2040-1 657 (700-1) CIRCLING NA

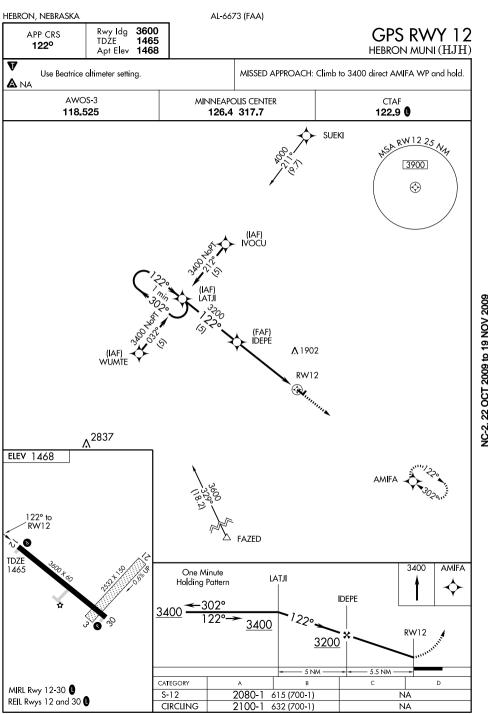


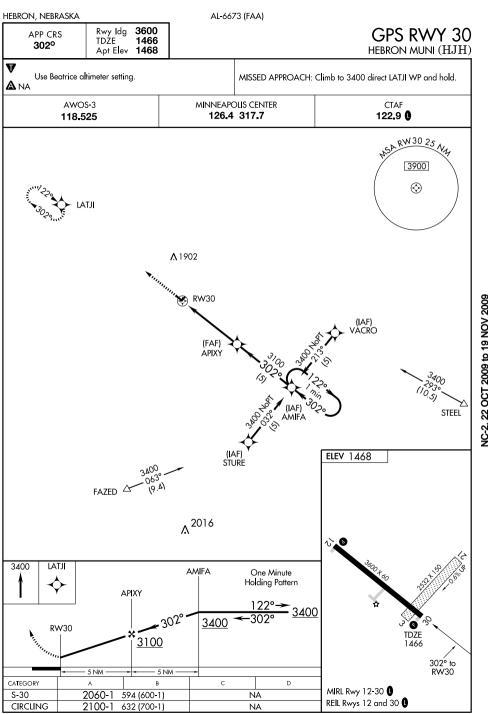


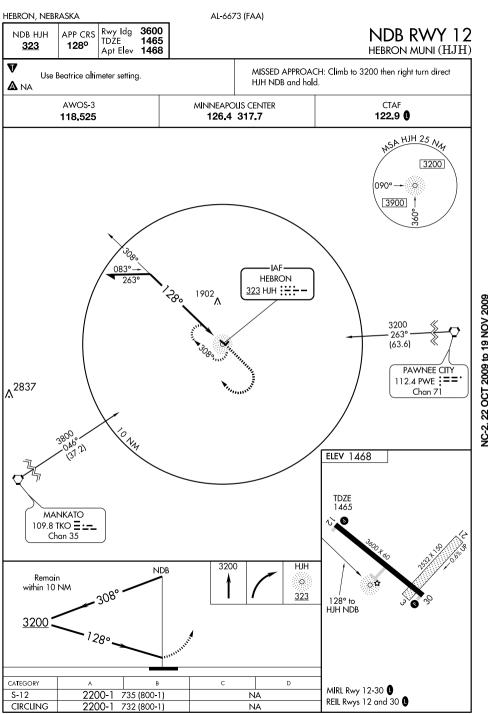


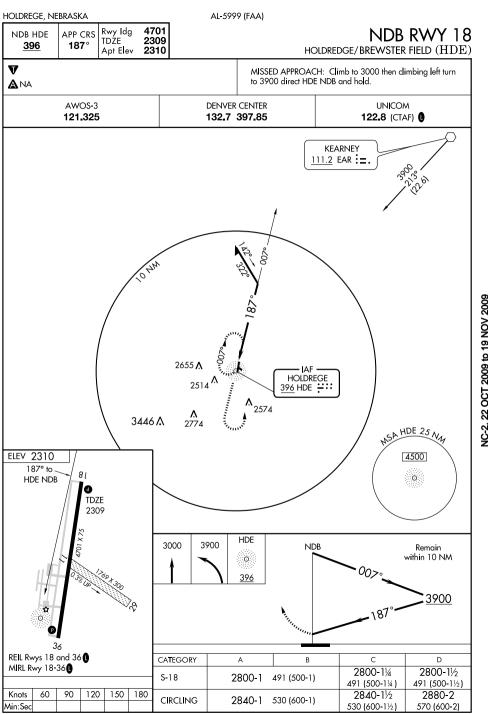


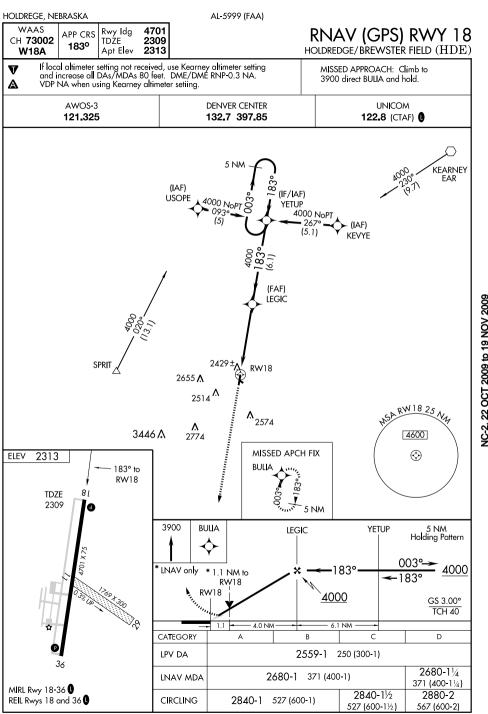


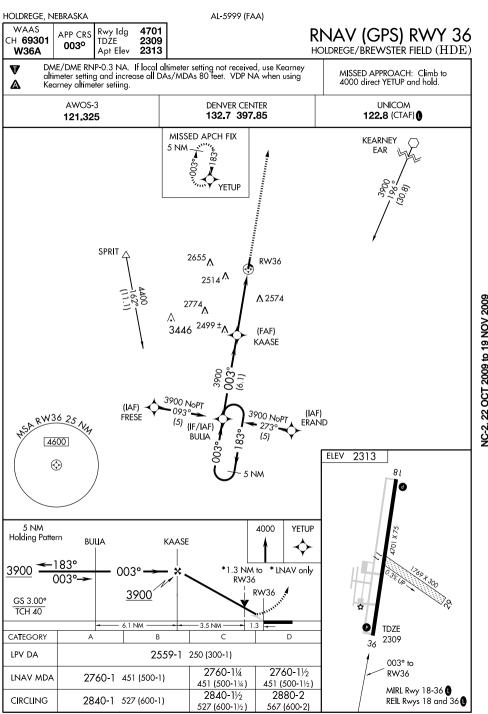


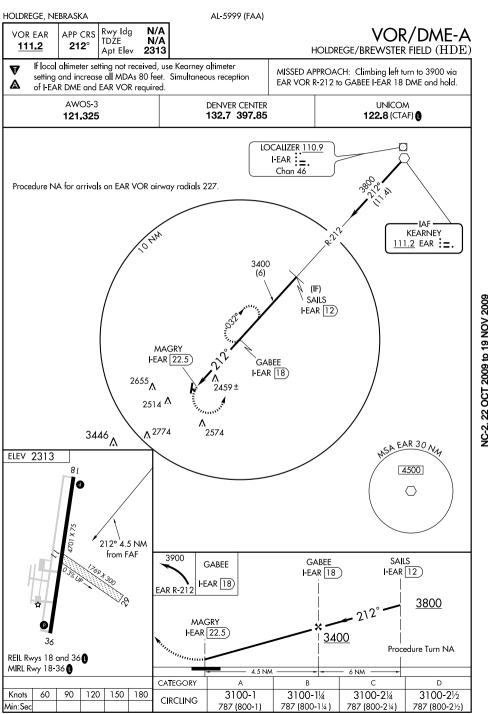


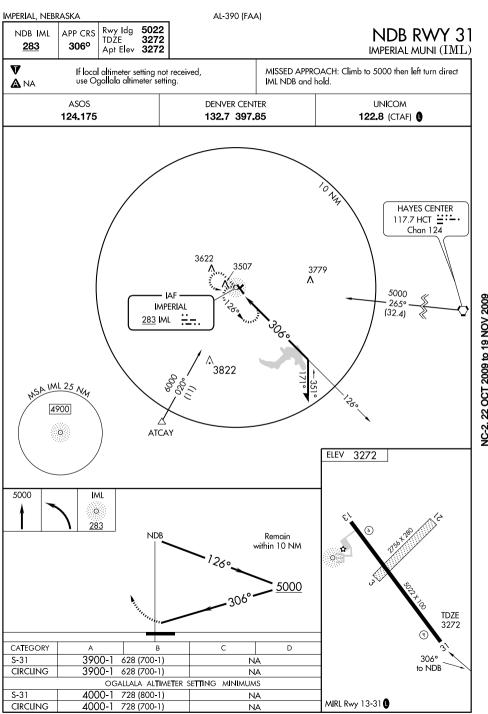


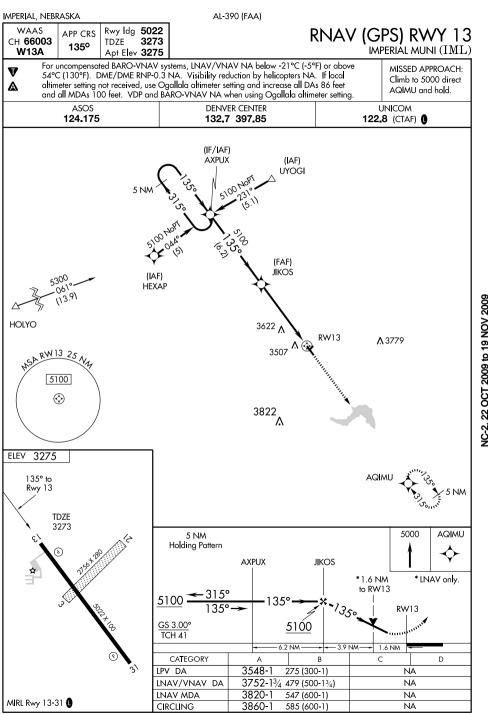


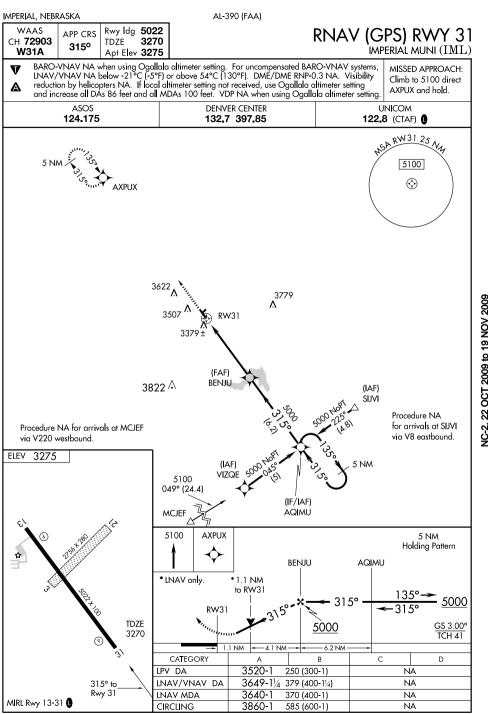


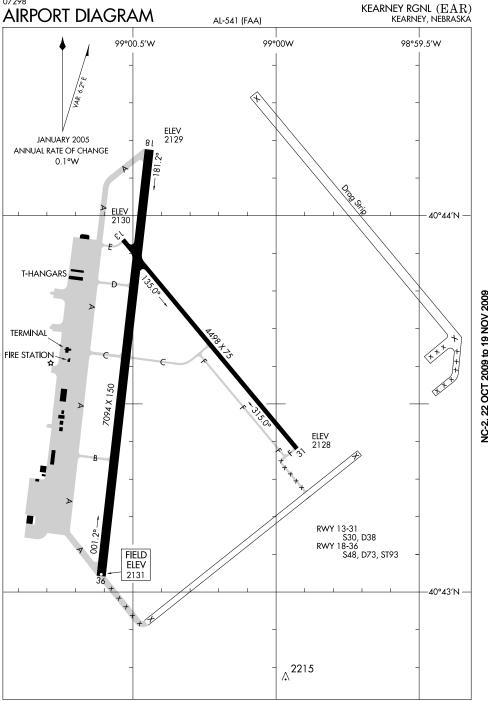


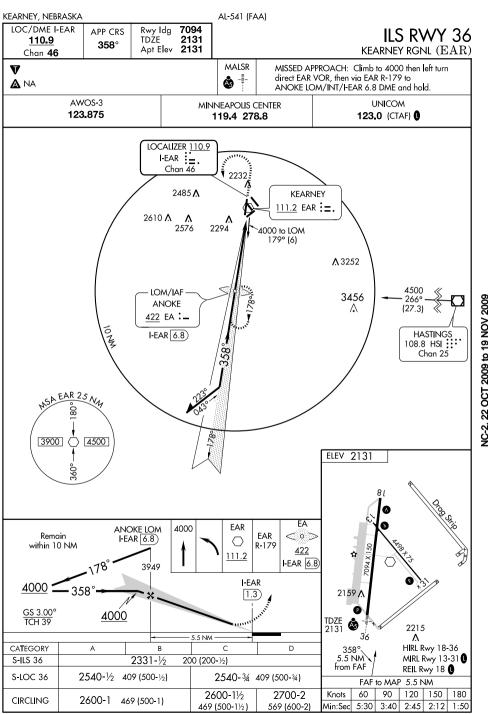


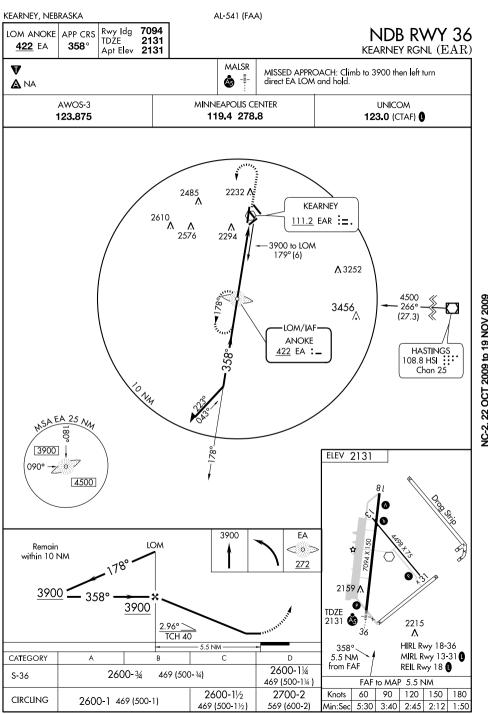


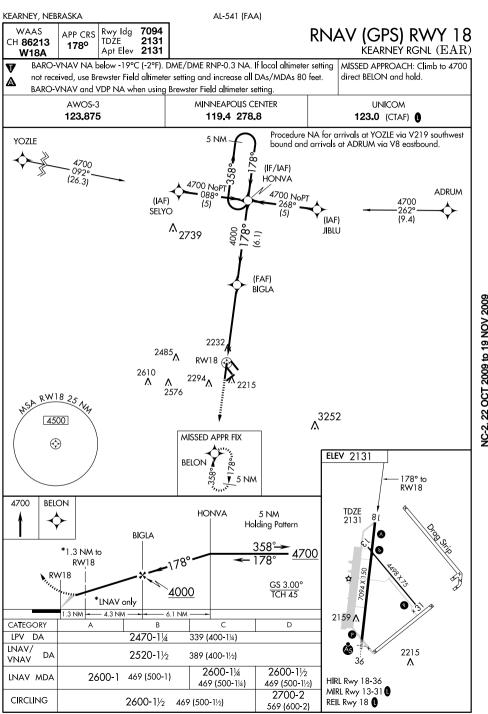


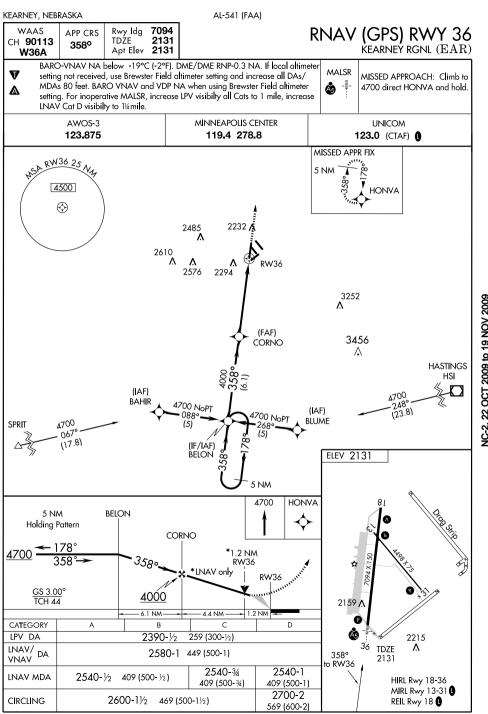


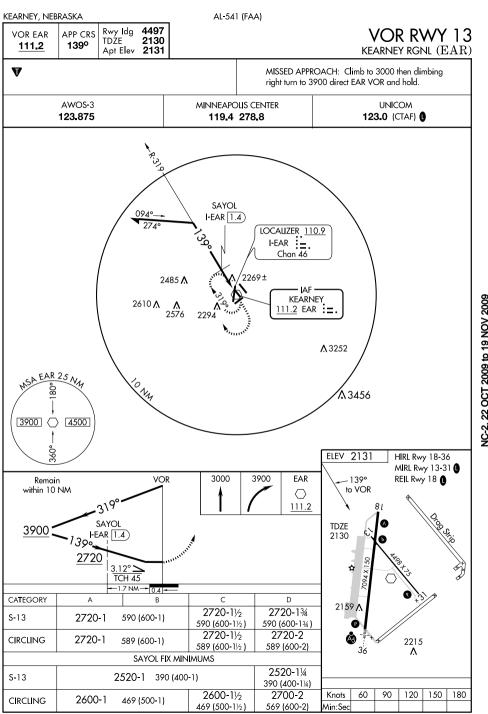


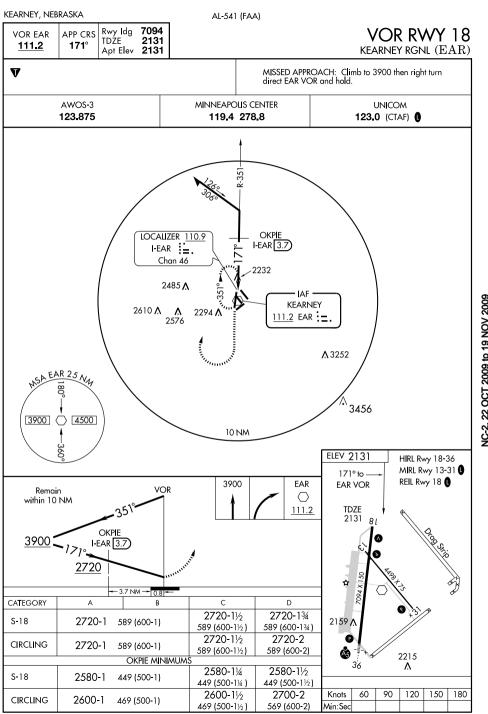


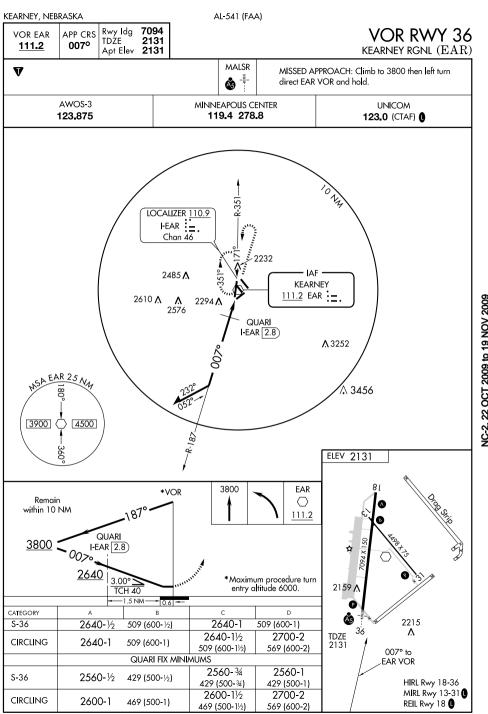


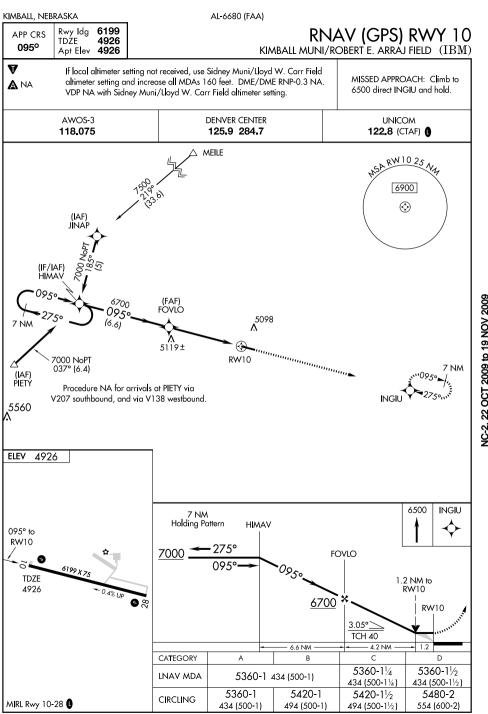




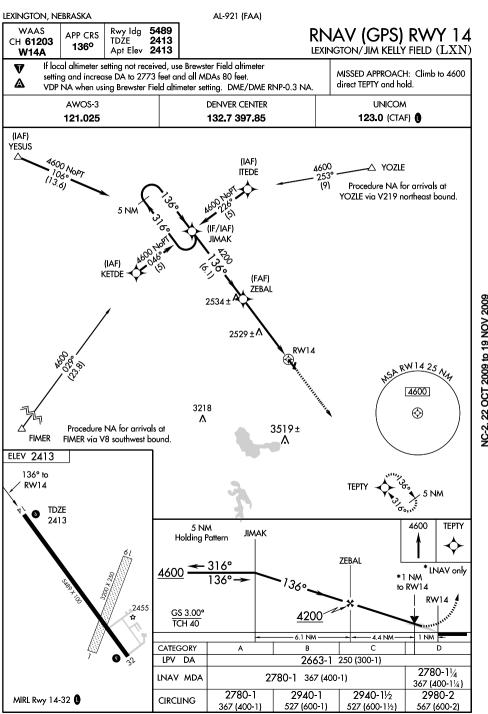


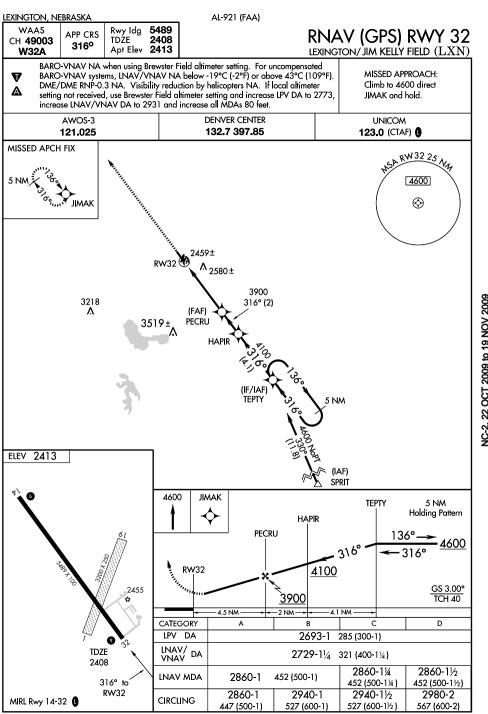


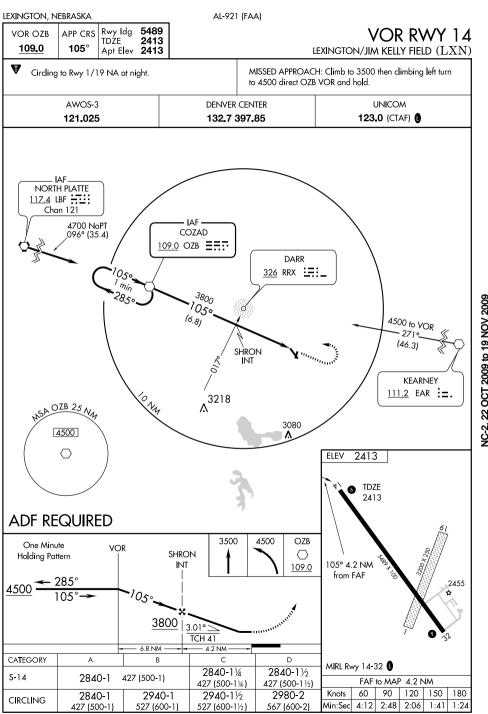


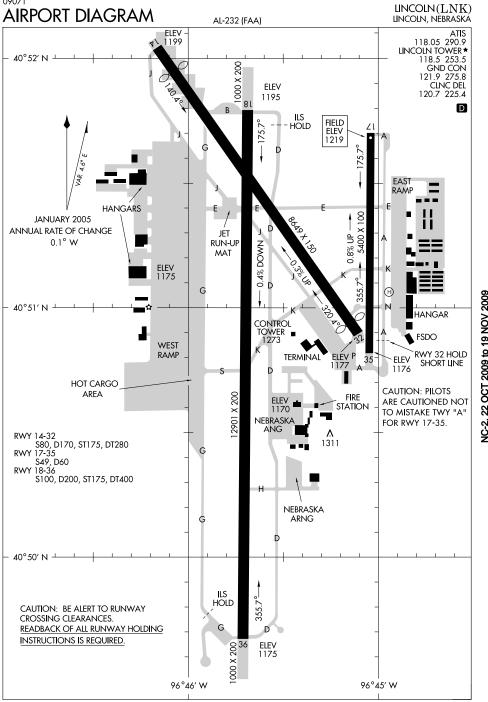


KIMBALL, NEBRASKA AL-6680 (FAA) Rwy Ida 6199 WAAS RNAV (GPS) RWY 28 APP CRS CH 42503 TDŹE 4908 275° KIMBALL MUNI/ROBERT E. ARRAJ FIELD (IBM) Apt Elev 4926 W28A V DME/DME RNP-0.3 NA. If local altimeter setting not received, use Sidney Muni/Lloyd W. Carr MISSED APPROACH: Field altimeter setting and increase DAs/MDAs 160 feet. For uncompensated BARO-VNAV Climb to 7000 direct **A**NA systems, LNAV/VNAV NA below -24°C (-11°F) or above 39°C (102°F). BARO-VNAV NA when HIMAV and hold. using Sidney Muni/Lloyd W. Carr Field altimeter setting. Visibility reduction by helicopters NA. AWOS-3 DENVER CENTER UNICOM 118.075 125.9 284.7 122,8 (CTAF) 1 Procedure NA for arrivals at MEILE via V169 northwest bound. **MEILE** HIMAV LÁGÖZ 5098 7 NM 5019± 2 2 2 2 OCT 2009 to 19 NOV 2009 PIETY **RW28** 7600 094° 6500 (28) (FAF) GAMAC (IF/IAF) INGIU SARW 28 25 M 6900 (IAF) OVILE \Diamond **ELEV** 4926 5896± • 5410 7000 HIMAV 7 NM **GAMAC** INGIU Holding Pattern 095° 6500 275° 275° 27.5° to 6199 X 75 RW28 RW28 6500 GS 3.00° TCH 40 **⊚** % 4.8 NM 6.7 NM **TDZE** CATEGORY D 4908 LPV DA 5255-11/4 347 (400-11/4) LNAV/ DA 413 (400-11/2) 5321-11/2 VNAV 5380-11/4 5380-11/2 5380-1 472 (500-1) LNAV MDA 472 (500-11/4) 472 (500-11/2) 5380-11/2 5480-2 CIRCLING 5420-11/2 494 (500-11/2) MIRL Rwy 10-28 (454 (500-11/2) 554 (600-2)





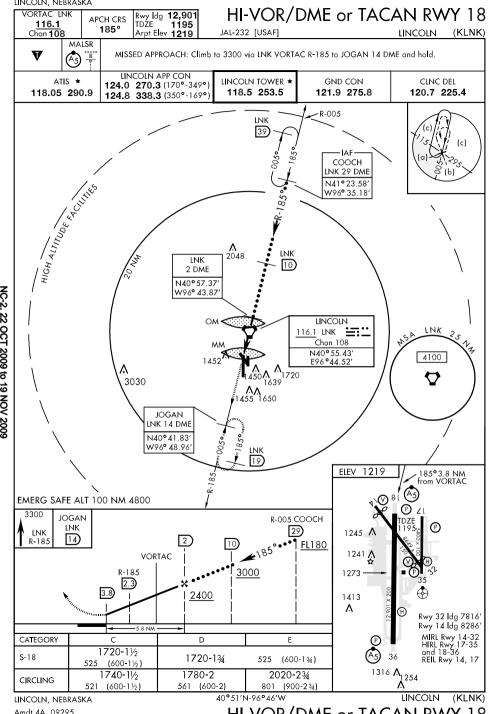




LINCOLN, NEBRASKA HI-ILS RWY 18 Rwy ldg **12,901** TDZE **1105** LOC I-OCZ APCH CRS 1195 174° 111.1 LINCOLN (KLNK) JAL-232 [USAF] Arpt Elev **1219** MALSR V MISSED APPROACH: Climb to 3300 via LNK VORTAC R-185 to JOGAN 14 DME and hold. A_5 LINCOLN APP CON ATIS ★ LINCOLN TOWER ★ GND CON CLNC DEL 124.0 270.3 (170° 349°) 118.05 290.9 118.5 253.5 121.9 275.8 120.7 225.4 124.8 338.3 (350° 169°) -R-347 39 (c) JOUST LNK 29 DME N41°24.38′ (b) W96° 47.19 078° (71) FABRO WOLBACH LNK -285° (137) 11.7 HIGH ALTITUDE FACILITIES OM · LINCOLN CLONE LAMON 33/0 1430 116.1 LNK =: " N40°56.69′ Chan 108 W96° 45.68 N40°55.43′ E96 °44.52' PAWNEE CITY 1452 MM 4100 **^172**0 **^ ^** 1639 3030 **^**.1650 LOCALIZER 111.1 JOGAN I-OCZ LNK 14 DME 1219 **ELEV** 174°4.9 NM from OM/CLONE INT N40°41.83 W96° 48.96 LNK (Ø 8¹ (Ā5) 19 R-185 EMERG SAFE ALT 100 NM 4800 TDZE 195 JOGAN JOUST R-347 1245 ^ **FABRO** LNK 29) LNK 11.7 1241 🐧 R-185 14 FL180 1 Intcp Lczr OM/CLONE INT 1273 R-316 LNK 35 3000 2837 1413 ۸ MM 2900 GS 3.00 ° TCH 55 Rwy 32 Idg 7816' Rwy 14 ldg 8286' - 4.5 NM MIRL Rwy 14-32 HIRL Rwy 17-35 and 18-36 (A_5) D CATEGORY С Е 1395-1/2 S-ILS 18 1316 A 200 (200-1/2) REIL Rwy 14, 17 **∧** 1254 1720-1 S-LOC 18 1720-11/4 525 (600-11/4) FAF to MAP 4.9 NM 525 (600-1) 120 140 180 200 Knots 1740-11/2 1780-2 2020-23/ CIRCLING 2:06 1:50 1:38 1:28 Min:Sec 521 (600-11/2) 561 (600-2) (900-234) 801 LINCOLN, NEBRASKA LINCOLN (KLNK) 40°51′N-96°46′W Amd+ 1A 00205

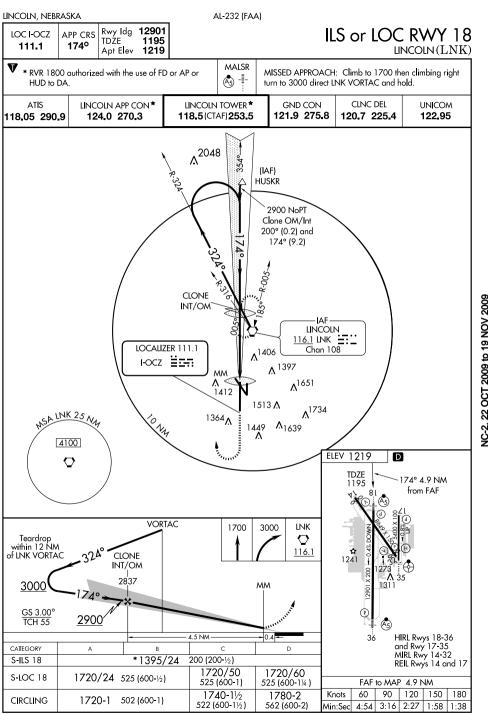
NC-2, 22 OCT 2009 to 19 NOV 2009

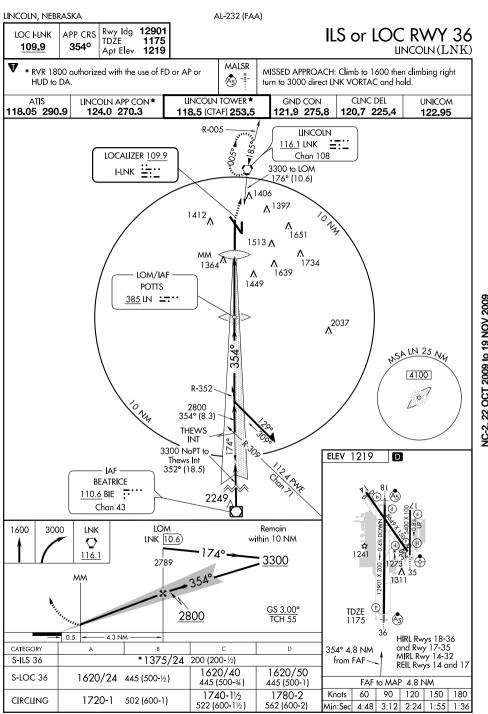
LINCOLN, NEBRASKA HI-ILS RWY 36 Rwy ldg 12,901 TDZE 1175 LOC I-LNK APCH CRS 1175 109.9 354° LINCOLN JAL-232 [USAF] (KLNK) Arpt Elev **1219** MALSR v MISSED APPROACH: Climb to 3000 direct LNK VORTAC then via LNK R-360 to BUMBE 12 DME and hold. LINCOLN APP CON ATIS ★ LINCOLN TOWER * GND CON CLNC DEL 124.0 270.3 (170° 349°) 118.05 290.9 118.5 253.5 121.9 275.8 120.7 225.4 124.8 338.3 (350° 169°) LNK 17 R-360 (b) 360 BUMBE LNK 12 DME N41°07.29 (c) W96° 42.02′ LINCOLN 116.1 LNK localizer 109.9 Chan 108 N40°55.43 E96°44.52 1452**^** ¹⁴⁵⁸**∧**1720 3030 1639 **^∧**1650 LNK LOM 10.6 **POTTS** 385 LN •__.· 3514 LNK N40°44.83 W96° 45.23 18 4100 **^** 1795 ELEV 1219 Rwy 32 ldg 7816' TONKE Rwy 14 ldg 8286' LNK 35 DME N40°22.54 W96° 48.49' LNK EMERG SAFE ALT 100 NM 4800 R-176 45) 1245 🗥 BUMBE TONKE R-176 LNK LNK 1241 🔥 Intcp Lczr 12) FL180 18 LOM 1273 10.6 VORTAC 4000 1413 2789 ۸ \oplus 2800 GS 3.00° TCH 55 MIRL Rwy 14-32 HIRL Rwy 17-35 and 18-36 - 4.3 NM -REIL Rwy 14, 17 CATEGORY Е D **∧**1316 354°4.8 NM 1375/24 S-ILS 36 200 (200-1/2) from OM **∧**1254 1620/40 S-LOC 36 1620/50 445 (500-1)LOC FAF to MAP 4.8 NM (500-34) 120 140 160 180 200 Knots 1740-11/2 1780-2 2020-23/4 CIRCLING 2:03 1:36 1:26 Min:Sec 1:48 521 (600-11/2) 561 (600-2) (900-234) 801 LINCOLN, NEBRASKA LINCOLN (KLNK) 40°51′N-96°46′W Amd+ 3A 00205

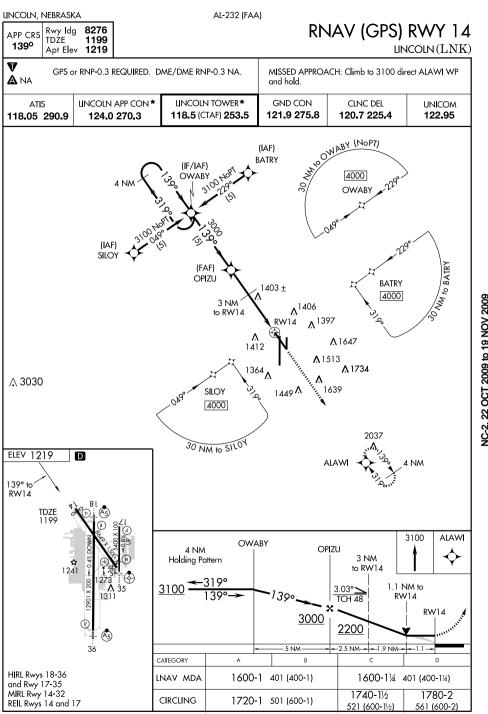


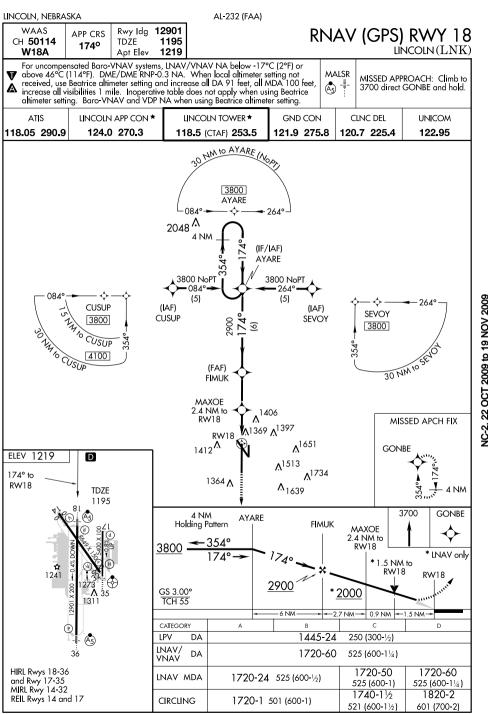
LINCOLN, NEBRASKA HI-VOR/DME or TACAN RWY 36 Rwy ldg **12,901** TDZE **1175** VORTAC LNK APCH CRS 116.1 1175 360° Chan 108 Arpt Elev **1219** JAL-232 [USAF] LINCOLN MALSR V MISSED APPROACH: Climb to 3000 direct LNK VORTAC then via LNK R-360 to BUMBE 12 DME and hold. LINCOLN APP CON ATIS ★ LINCOLN TOWER ★ GND CON CLNC DEL 124.0 270.3 (170° 349°) 118.5 253.5 118.05 290.9 121.9 275.8 120.7 225.4 124.8 338.3 (350°-169°) (b) 80 LNK 17 BUMBE LNK 12 DME N41°07.29 2048 W96° 42.02′ LINCOLN 116.1 LNK _ Chan 108 N40°55.43′ E96 °44.52 LNK 10.6 DME N40°44.95 3030 W96° 46.69 1325 ۸<u>۸</u>1650 LNK OM 4100 POTTS 385 LN IAF-LNK **PLUEM** 20 LNK 35 DME N40°20.83 W96° 51.66′ 1219 45 **ELEV** Rwy 32 ldg 7816' Rwy 14 ldg 8286' EMERG SAFE ALT 100 NM 4800 BUMBE 3000 (P) R-180 PLUEM 1245 🗥 **LNK** LNK 35 12 1241 🔥 FL180 1273 VORTAC 5000 1413 5.8 ۸ 2800 \oplus TDZE 1175 CATEGORY Е 36 MIRL Rwy 14-32 1680/60 1316 S-36 1680/50 505 (600-1)HIRL Rwy 17-35 ۸ 505 (600-11/4) and 18-36 360° to 1740-11/2 1780-2 2020-23/4 VŎŘTÁC Λ REIL Rwy 14, 17 **CIRCLING** 1254 521 (600-11/2) 561 (600-2) (900-234) 801 40°51′N-96°46′W LINCOLN (KLNK) LINCOLN, NEBRASKA Amd+ 1A 00205

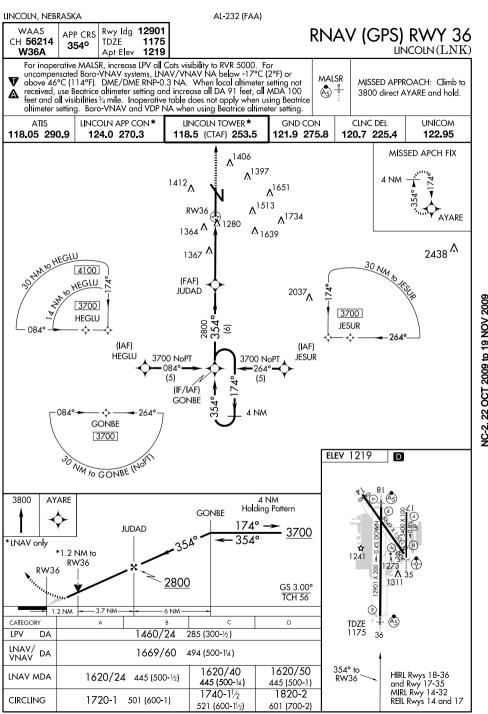
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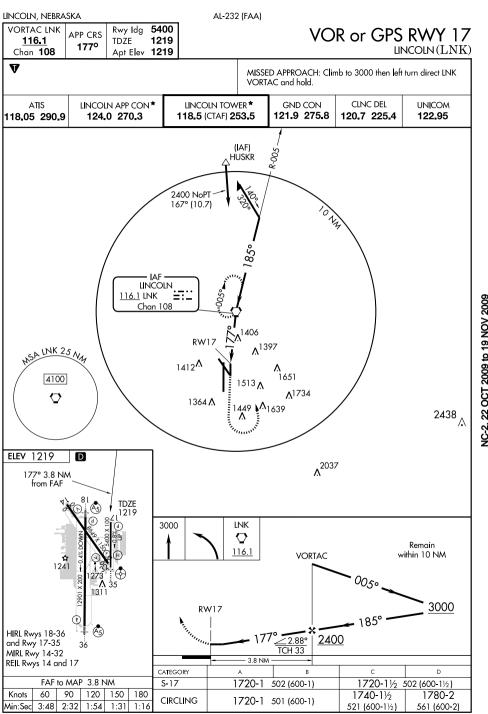


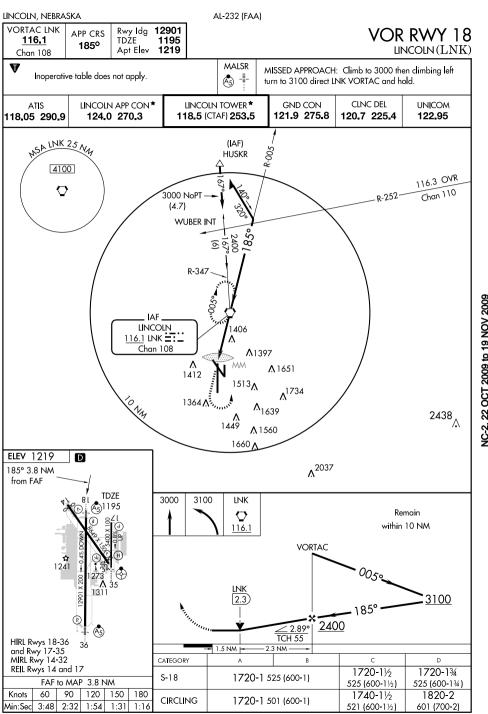


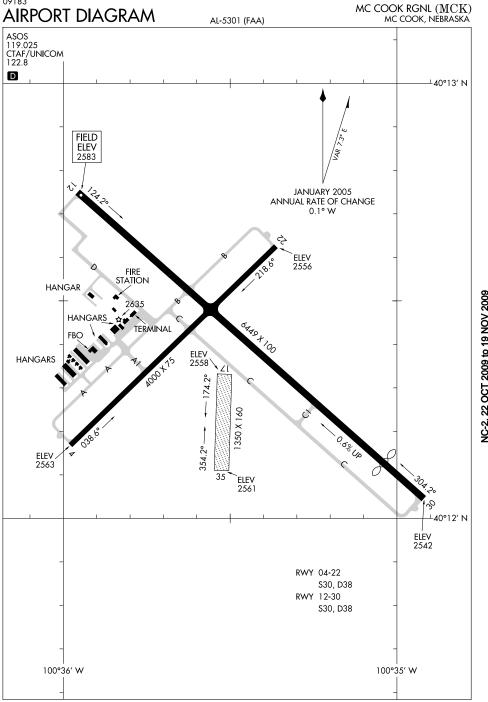


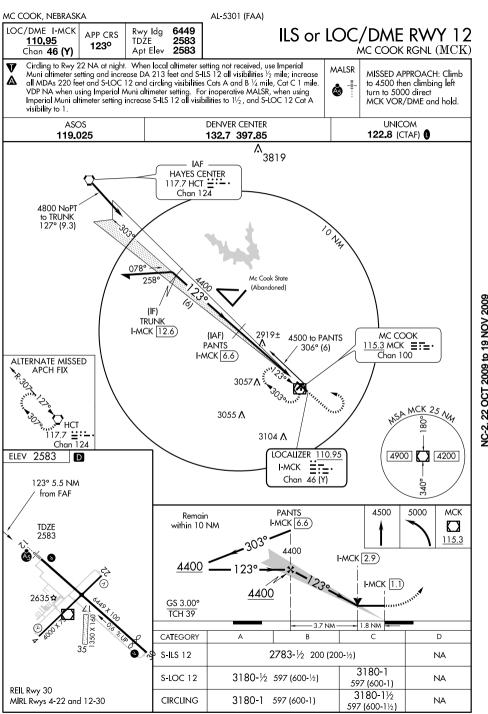


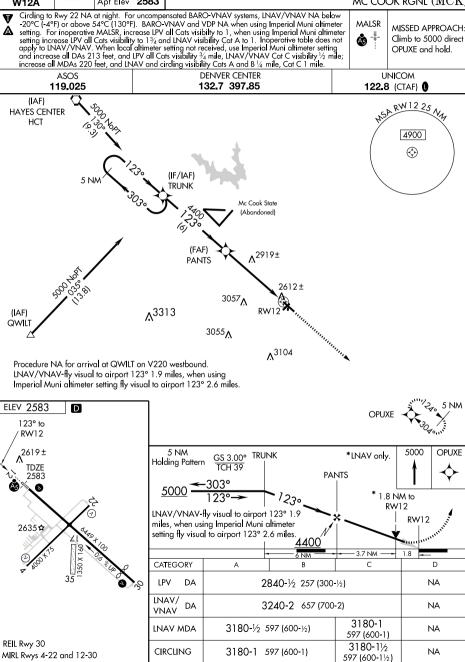




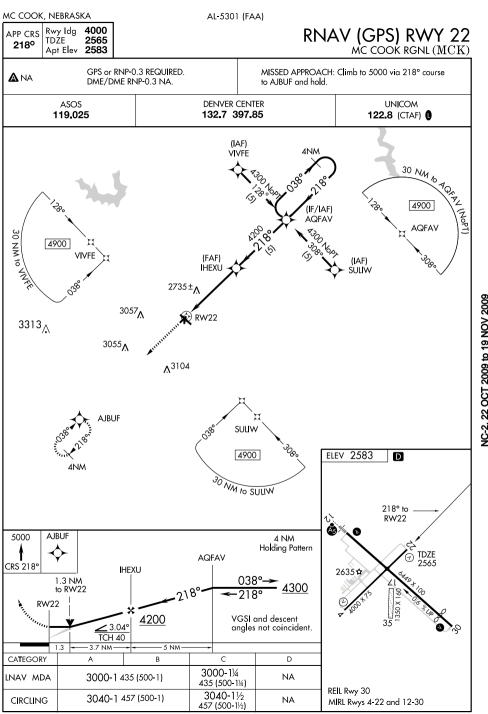


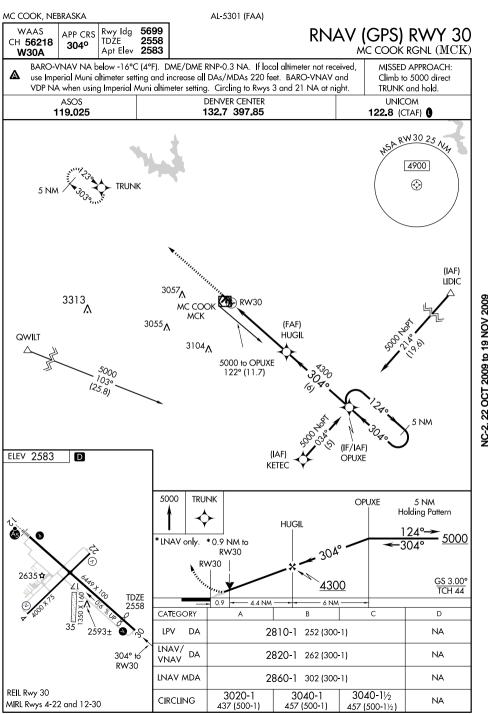


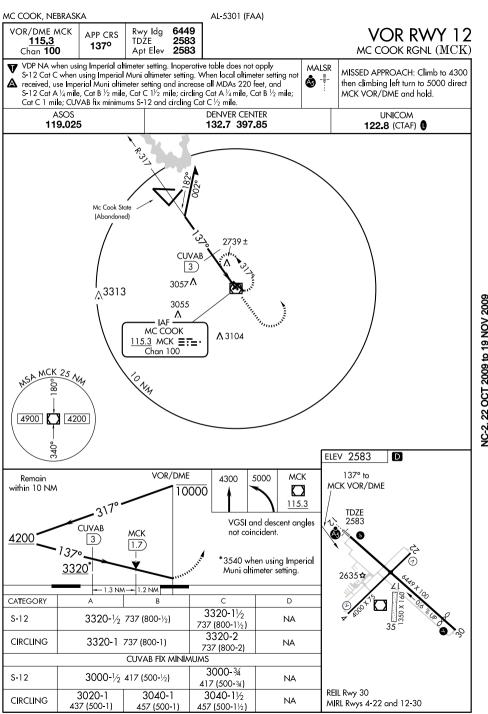


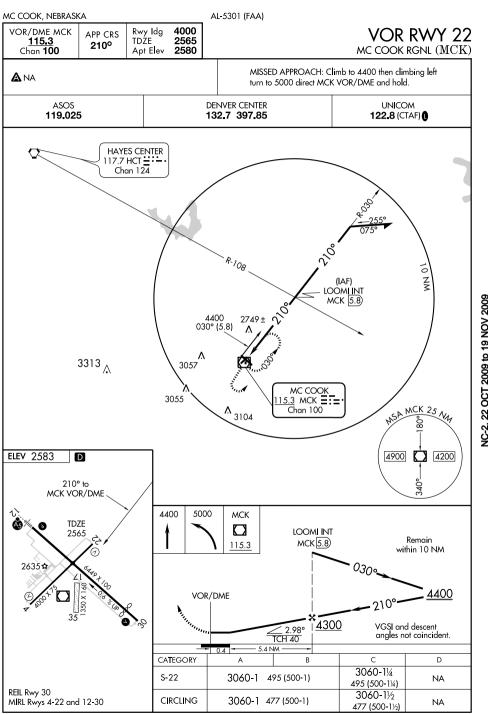


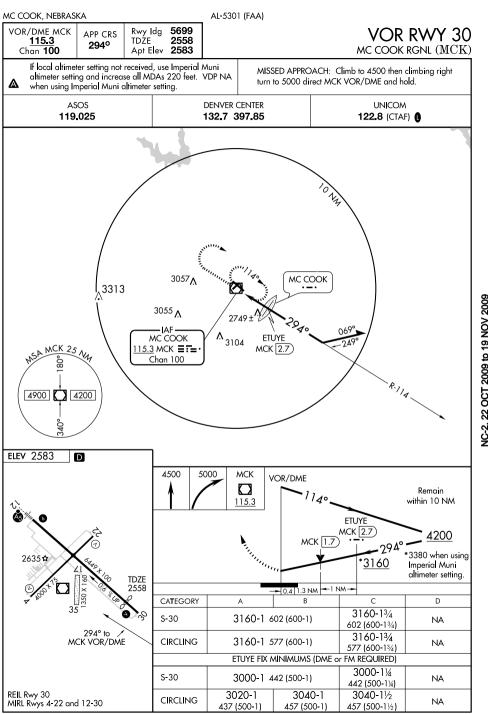
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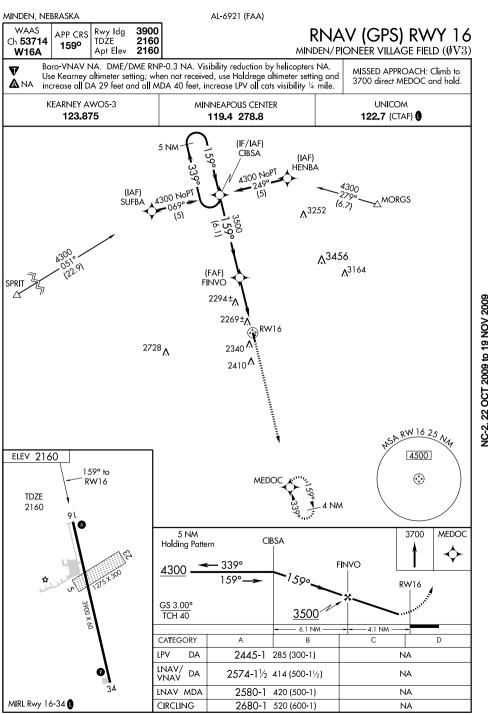


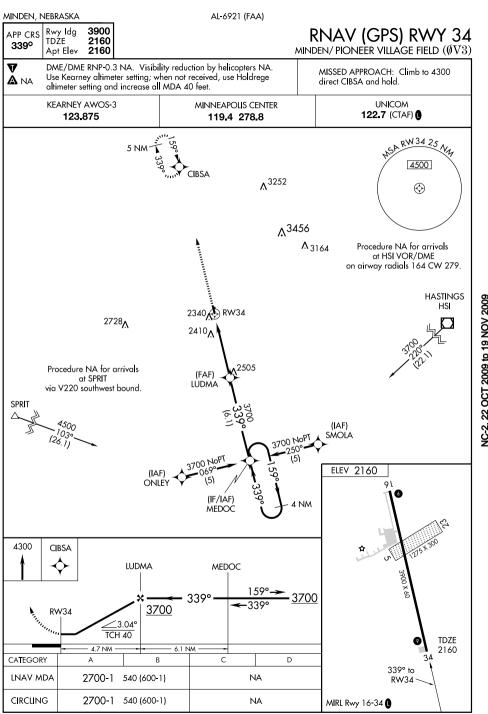


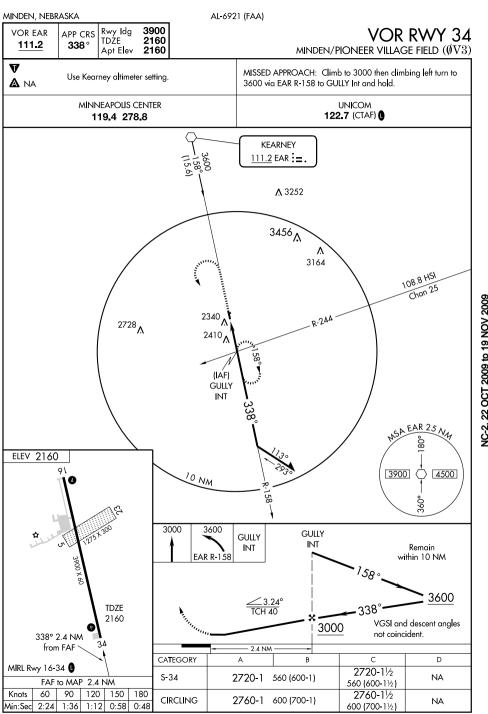


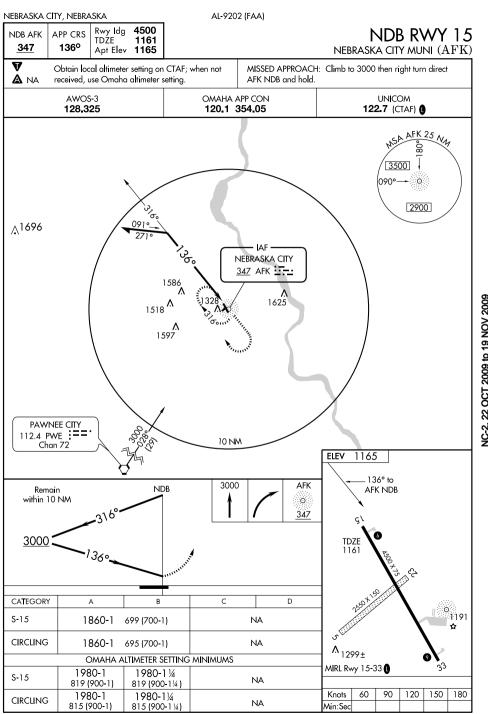


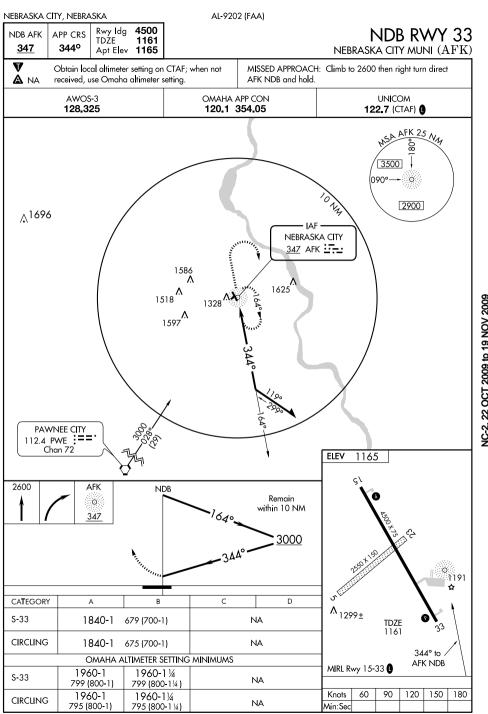






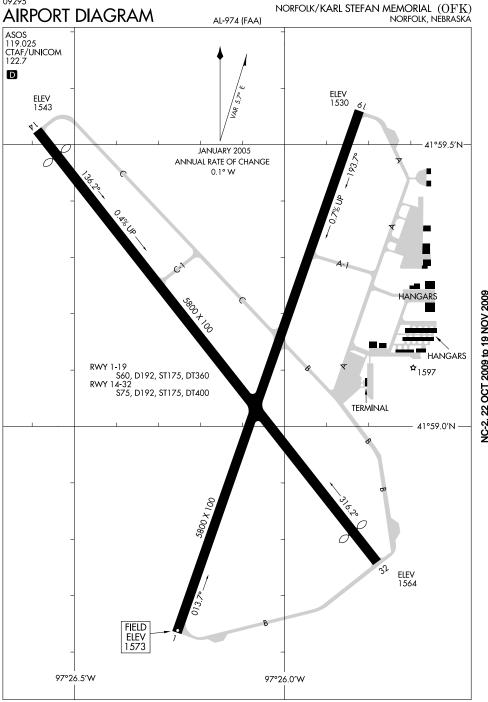


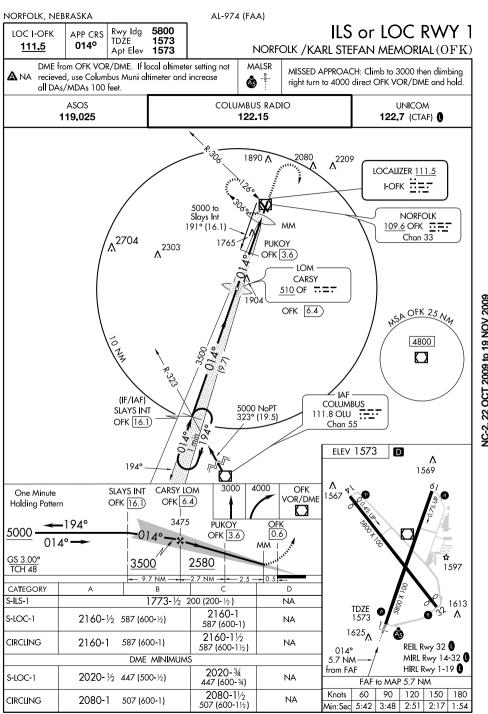


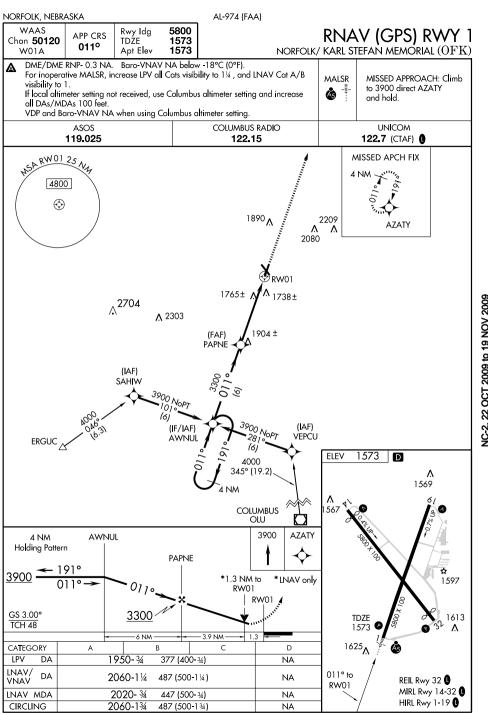


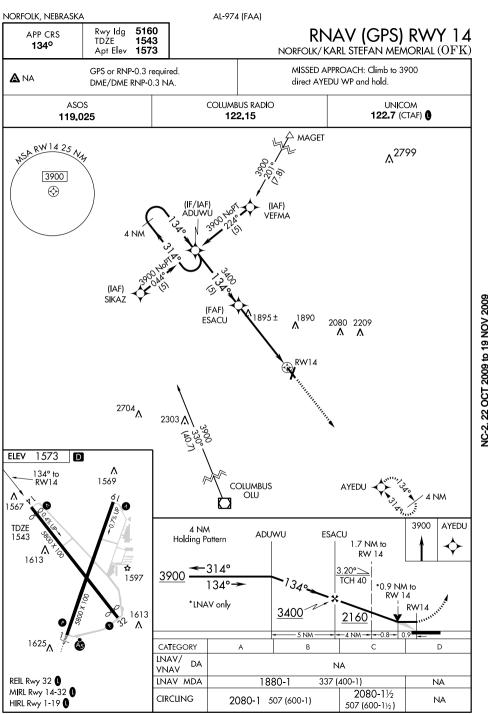
NEBRASKA CITY, NEBRASKA AL-9202 (FAA) 4500 WAAS Rwy Idg RNAV (GPS) RWY 15 APP CRS CH **86407** TDŹE 1162 146° NEBRAŠKA CITÝ MUNI (AFK) Apt Elev 1165 W15A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) MISSED APPROACH: Climb to 3000 or above 54°C (130°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA 77 when using Omaha altimeter setting. When local altimeter setting not received, direct OJEKE and hold A use Omaha altimeter setting and increase all DA 122 feet and all MDA 140 feet, and increase LPV and LNAV/VNAV visibility ½ mile all Cats. OMAHA APP CON AWOS-3 UNICOM 128.325 120.1 354.05 122.7 (CTAF) (Procedure NA for arrivals at OVR VORTAC RW15 25 NA OMAHA via V138 northeast bound, and arrivals at PWE VORTAC via V71 southeast bound. OVR 3500 2229 \bigcirc (IAF) KALDE (IF/IAF) 4000 JUPMO 20 20 CT 2009 to 19 NOV 2009 284 (IAF) (23) **JADIB** VIKKI (FAF) iGUSF MISSED APCH FIX 1279± ¹⁵⁸⁶ ∧ 1625 RW15 **OJEKE** 1269± A 1597 A ELEV 1165 PAWNEE CITY 146° to **RW15 PWE** OJEKE 3000 4 NM Holding Pattern JUPMO **TDZE** 1162 * LNAV only **IGUSE** * 1.2 NM to 3000 RW15 RW15 GS 3.00° 2800 1191 TCH 52 ✿ 6.3 NM - 3.7 NM --1.2 NM CATEGORY В С D Λ_{1299±} LPV DA 1412-3/4 250 (300-3/4) NA LNAV/ VNAV DA 1539-11/4 377 (400-11/4) NA LNAV MDA 1580-1 418 (500-1) NA MIRL Rwy 15-33 1 CIRCLING 1640-1 475 (500-1) NA

NEBRASKA CITY, NEBRASKA AL-9202 (FAA) 4500 WAAS Rwy Idg RNAV (GPS) RWY 33 APP CRS CH **45707** TDŹE 1162 327° NEBRAŠKA CITÝ MUNI (AFK) Apt Elev 1165 **W33A** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) MISSED APPROACH: Climb to 3000 or above 54°C (130°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA V when using Omaha altimeter setting. When local altimeter setting not received, direct JUPMO and hold use Omaha altimeter setting and increase all DA 122 feet and all MDA 140 feet, A and increase LPV and LNAV/VNAV visibility ½ mile all Cats. AWOS-3 OMAHA APP CON UNICOM 128.325 120.1 354.05 122.7 (CTAF) (1328 A W33 <u>⊼</u>1661 NSA RW 33 25 NZ 3500 1586 MISSED APCH FIX 1625 \bigcirc ۸ 1219± 1518 ۸ 1.597 (FAF) (IAF) . VIPRY 2007 VON 51 of 5005 TOO 50 5 5 10 NOV 2009 **AVATY** 3000 NOPT 4000 (IF/IAF) 231 281 **OJEKE** 3000 NOPT 051° TRAIG (IAF) IZANI ,050° **ELEV** 1165 Procedure NA for arrivals at PWE VORTAC PAWNEE CITY via V307 southwest bound and arrivals at **PWE** TRAIG via V159 southeast bound. JUPMO 3000 4 NM **OJEKE** Holding Pattern * LNAV only VIPRY *1.2 NM to 3000 RW33 1191 RW33 ☆ GS 3.00° 2800 TCH 52 Λ_{1299±} TDZE 1.2 NM - 3.7 NM -6.3 NM 1162 CATEGORY R C LPV DA 1412-3/4 250 (300-3/4) NA LNAV/ VNAV DA 1526-11/4 364 (400-11/4) NA 327° to RW33 LNAV MDA 1600-1 438 (500-1) NA MIRL Rwy 15-33 () CIRCLING 1640-1 475 (500-1) NA

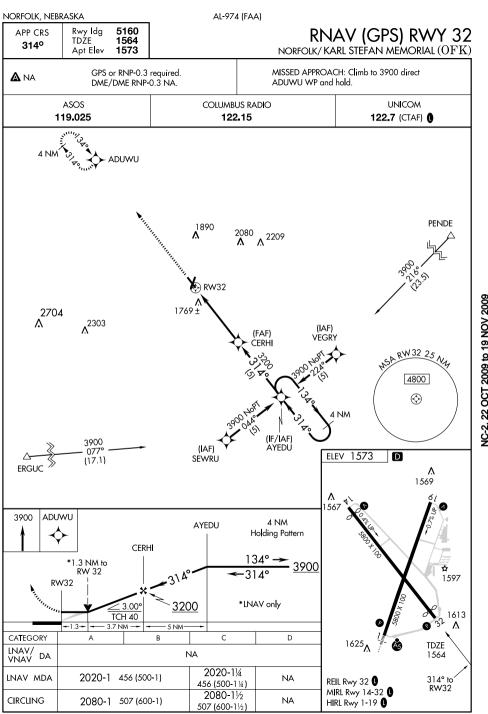


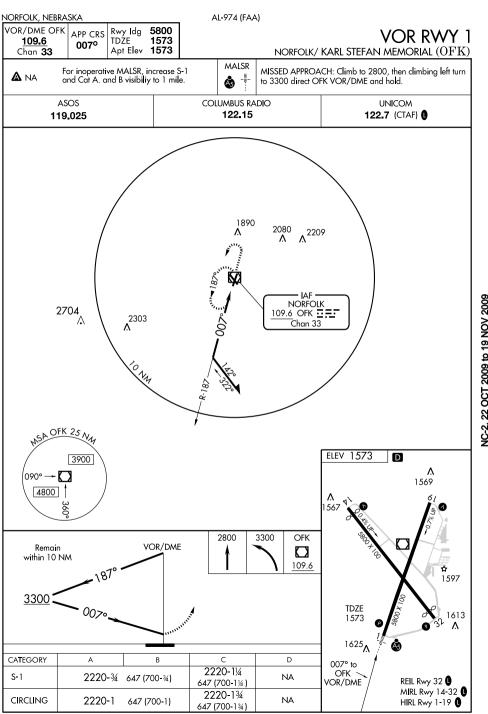


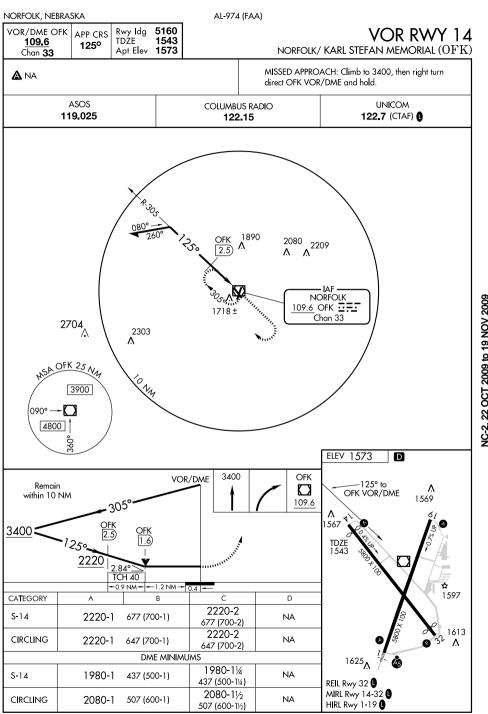


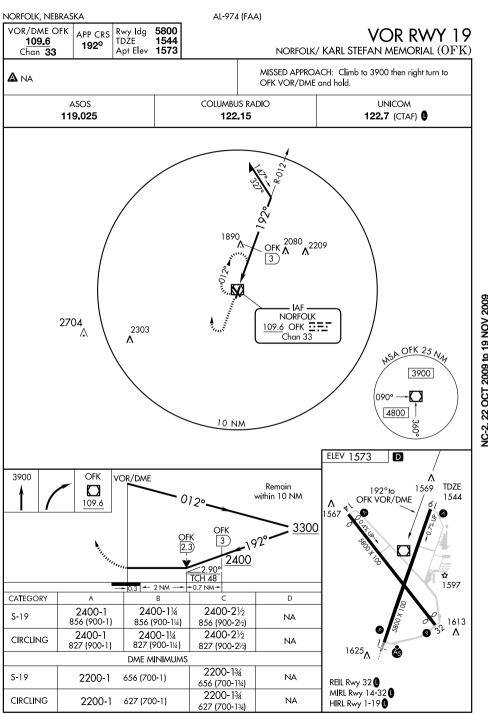


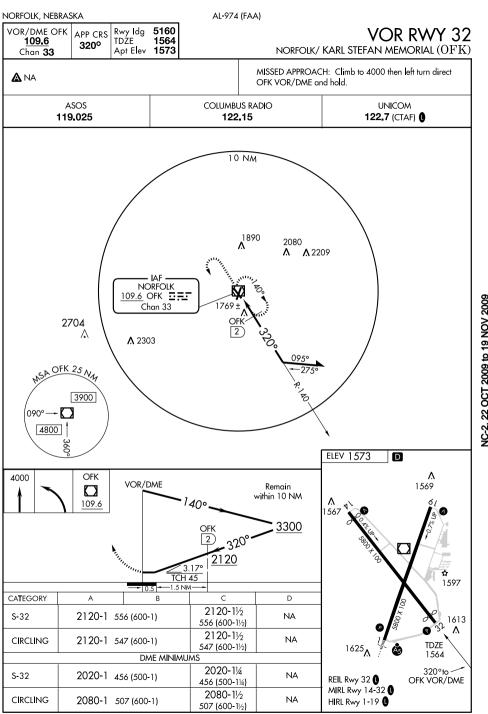
NORFOLK, NEBRASKA AL-974 (FAA) WAAS Rwy Ida 5800 APP CRS RNAV (GPS) RWY 19 Chan 56220 TDŹE 1543 1910 Apt Elev 1573 NORFOLK/ KARL STEFAN MEMORIAL (OFK) W19A DME/DME RNP-0.3 NA. Baro-VNAV NA below -18°C (0°F). A If local altimeter setting not received, use Columbus altimeter setting and MISSED APPROACH: Climb to 3900 direct increase all DAs/MDAs 100 feet. AWNUL WP and hold. Baro-VNAV NA when using Coumbus altimeter setting COLUMBUS RADIO UNICOM 122.7 (CTAF) 0 119.025 122,15 HARDS Procedure NA for arrival at HARDS via V181 northbound and at PENDE 3900 via V219 Northeast bound. 180° (21.8) ³⁹⁰⁰ Nopt (IF/IAF) 1010 (IAF) AZATY (6) SIMZU PENDE 3900 NOPT 3900 2820 254° 161 (17) 3400 (IAF) VEDTI (FAF) ÉJEHO NC-2, 22 OCT 2009 to 19 NOV 2009 1890 2080 2209 1615± RW19 SA RW 19 25 Ny ۸²³⁰³ ۸²⁷⁰⁴ MISSED APCH FIX 3900 **AWNUL** \Diamond ELEV 1573 191° to RW19 D Λ 1569 3900 AWNUL TDZE 6/ 4 NM **AZATY** 1543 Holding Pattern **EJEHO** 3900 RW19 1597 3400 GS 3.00° TCH 48 5.6 NM 6 NM CATEGORY D 1613 LPV DA 1820-1 277 (300-1) LNAV/ 1900-11/4 357 (400-11/4) 1625 DA VNAV 2180-134 2180-2 LNAV MDA 2180-1 637 (700-1) REIL Rwy 32 0 637 (700-134) 637 (700-2) MIRL Rwy 14-32 🗓 2180-2 2180-134 CIRCLING HIRL Rwy 1-19 (2180-11/4 607 (700-11/4) 607 (700-2) 607 (700-134)

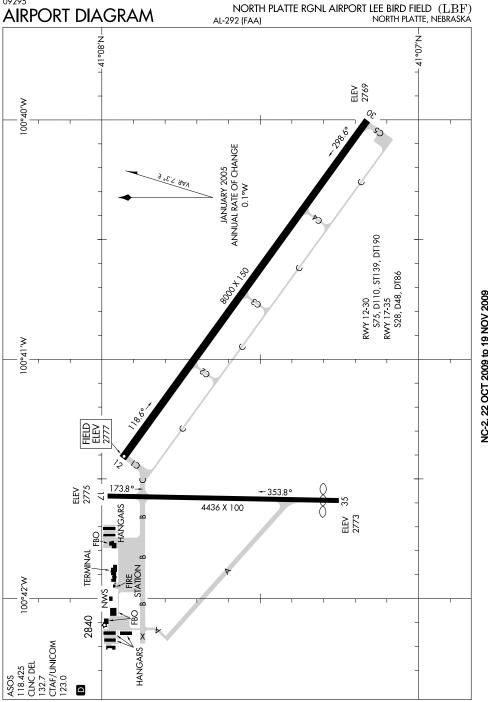


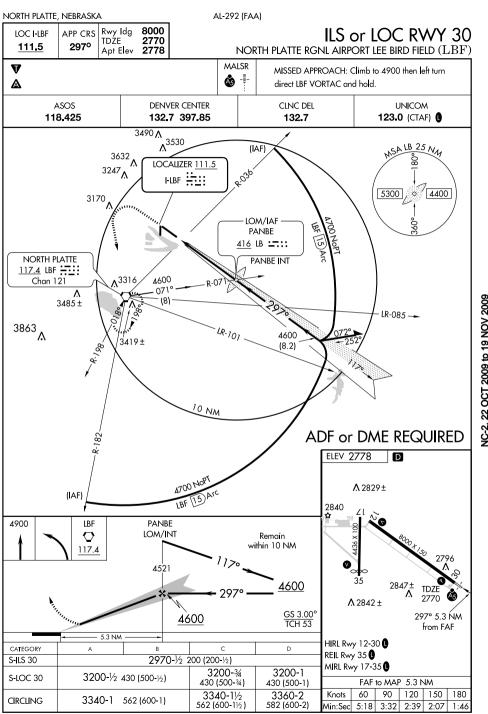


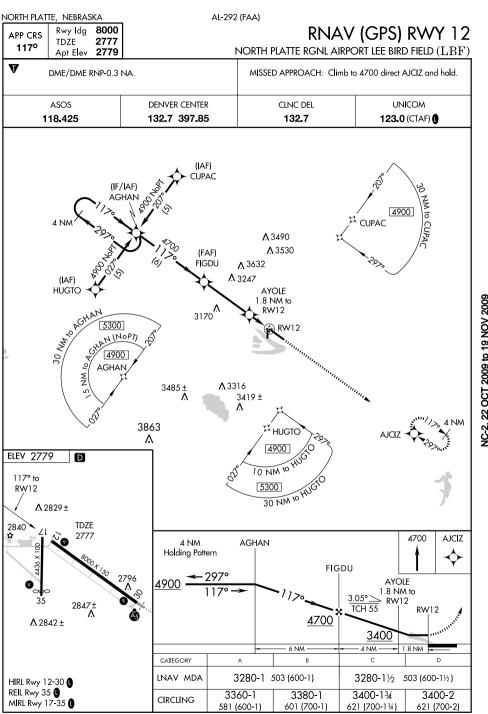


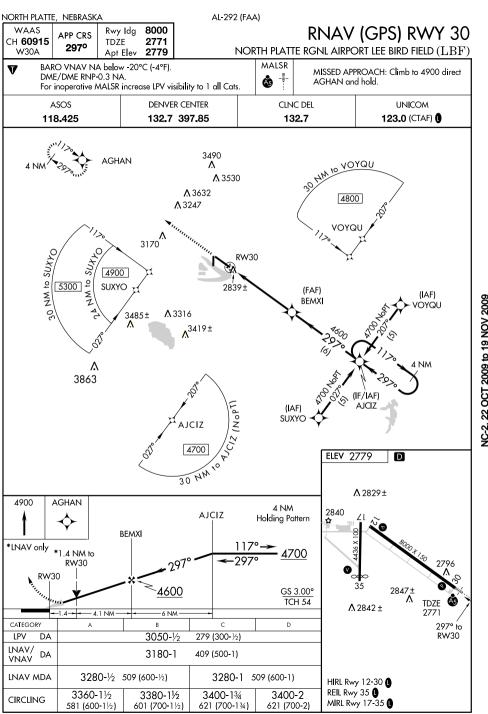


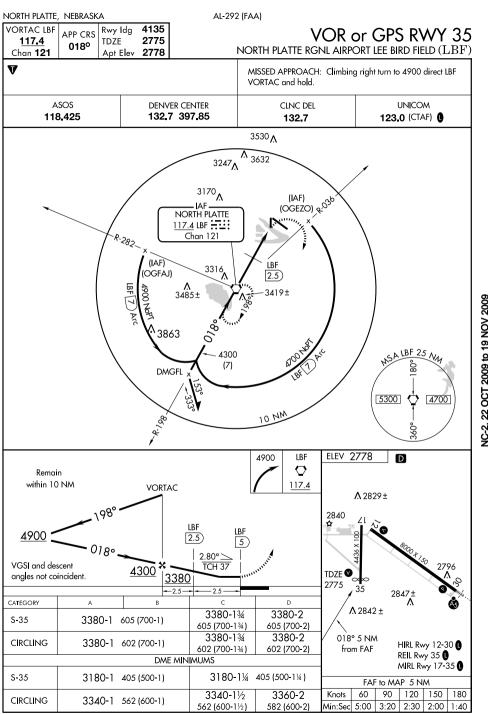


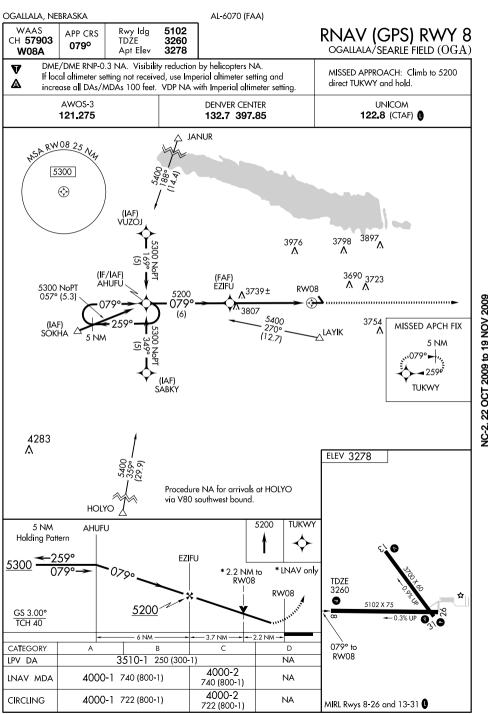


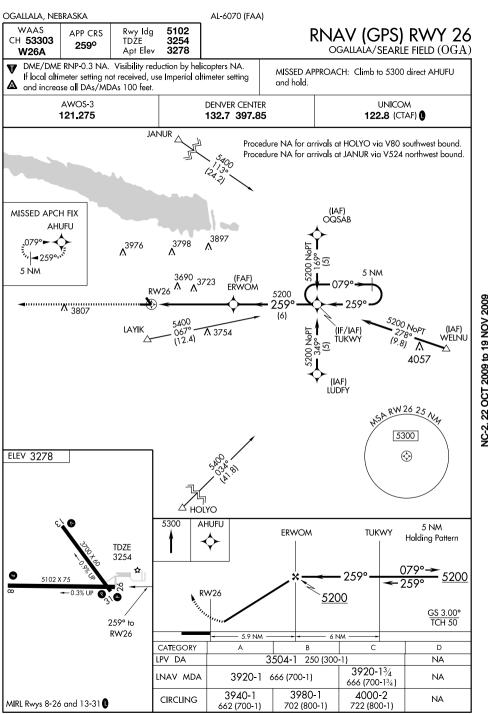


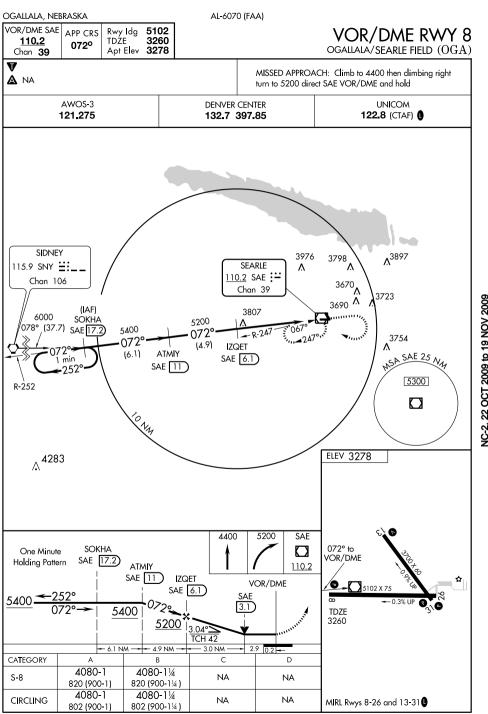


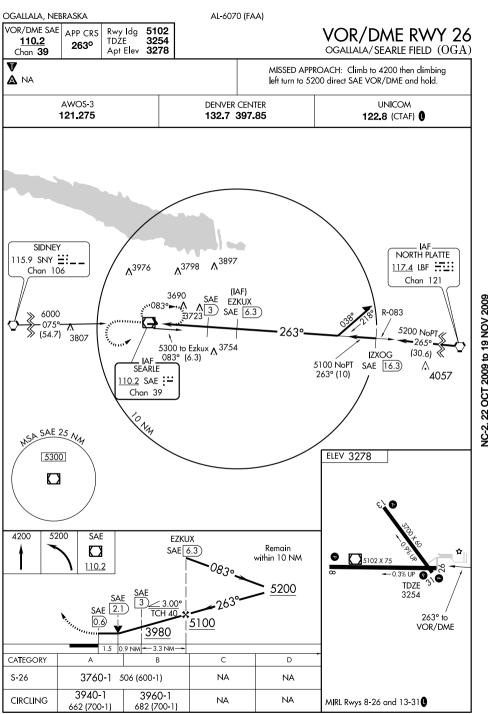


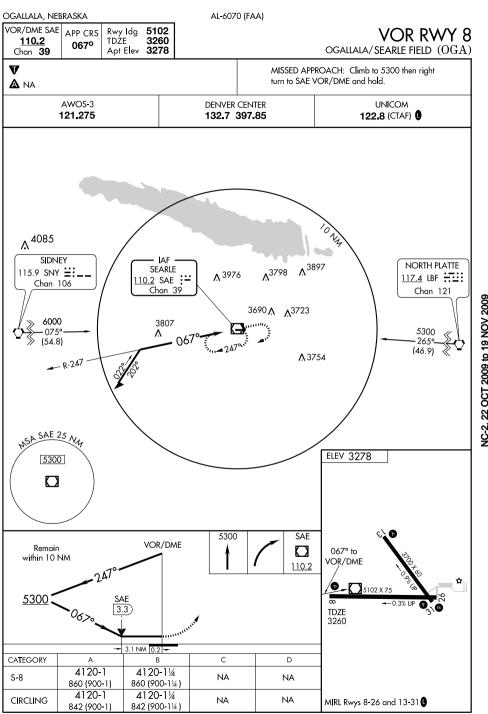


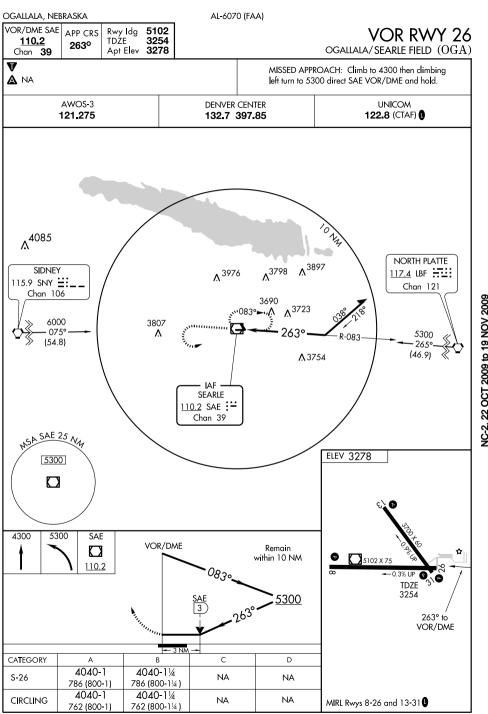


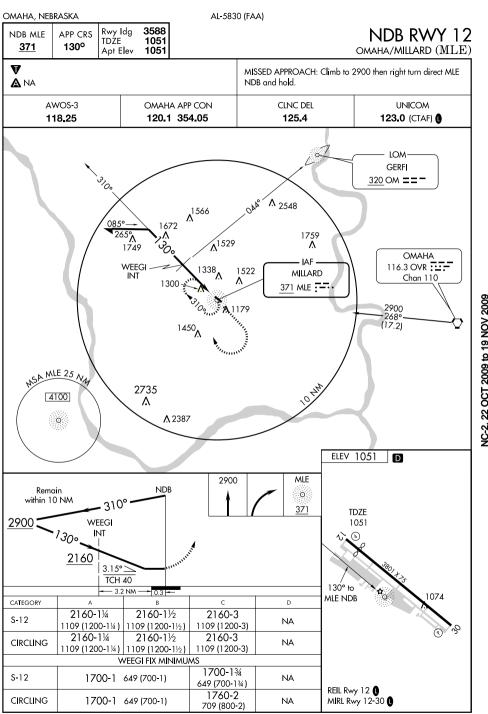




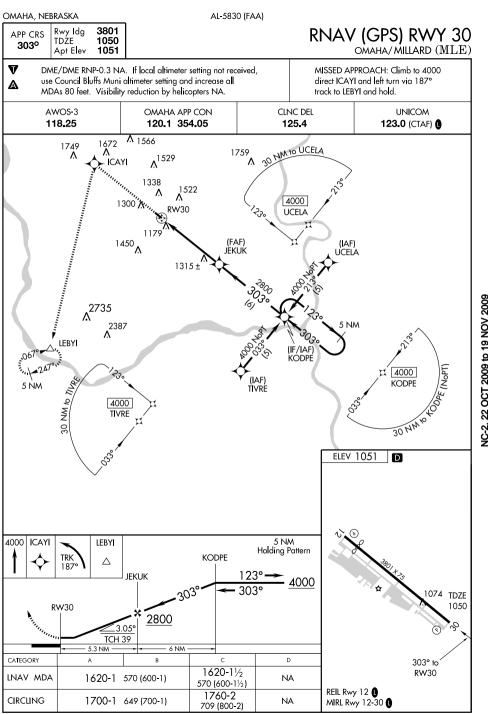


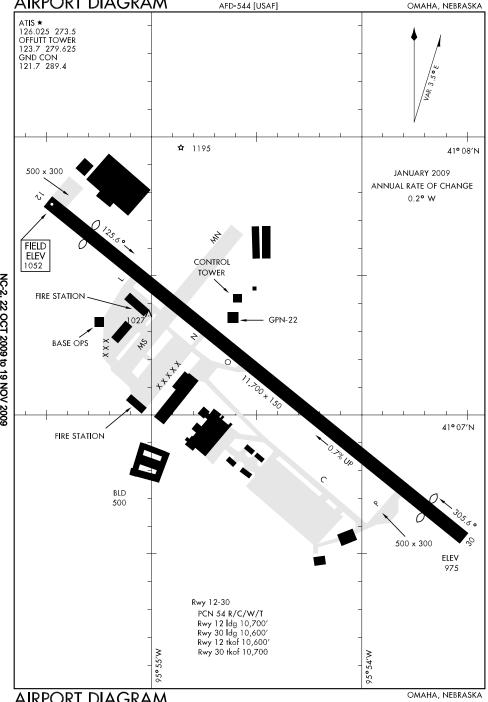


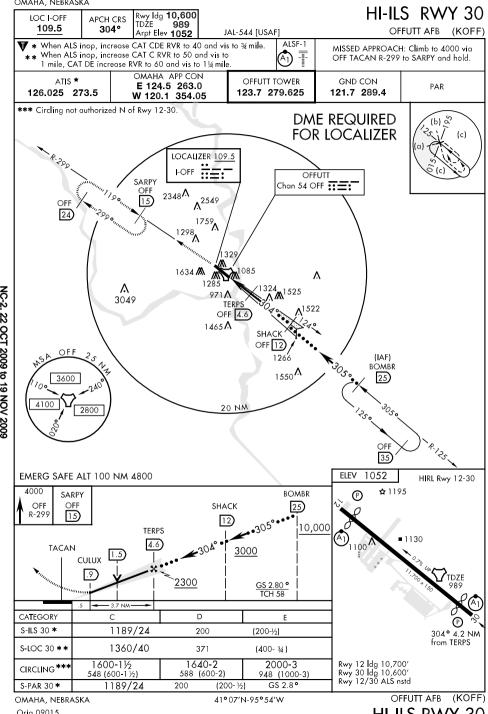




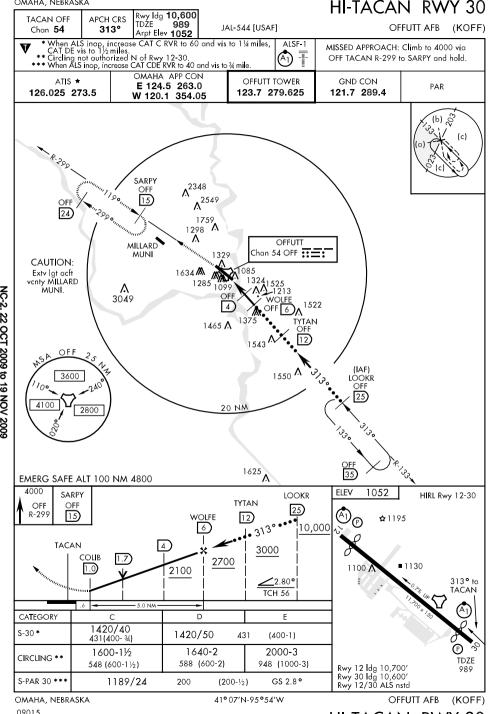
OMAHA, NEBRASKA AL-5830 (FAA) WAAS 3588 Rwy Idg RNAV (GPS) RWY 12 APP CRS CH 78402 TDŹE 1051 1230 OMAHA/MILLARD (MLE) Apt Elev 1051 W12A DME/DME RNP-0.3 NA. If local altimeter setting not received, use Council Bluffs Muni altimeter setting and increase all DAs/MDAs 80 feet. BARO-VNAV NA when using MISSED APPROACH: Climb to 4000 Council Bluffs Muni altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 95°C (203°F). direct HOLUL and right turn via 239° track to LEBYI and hold. Visibility reduction by helicopters NA. AWOS-3 OMAHA APP CON CLNC DEL UNICOM 118.25 125.4 120.1 354.05 123.0 (CTAF) ((IAF) EÝNEW (IF/IAF) 2548 1566 1672 (o) (IAF) 1759 ۸ 1529 SÚCBO Extension (NoPT) ۸ 1749 1347 (FAF My to EYNEW 1338 IBOXÝ 1522 4000 UC-2 22 OCT 2009 to 19 NOV 2009 ₁₁₃₇₊∧ 1300 8 **EYNEW** RW12 1450 **SUCBO** 4000 HOLUL ^{જુ} 30 NM 10 SUCRO ۸²³⁸⁷ LEBYI **ELEV 1051** 5 NM 123° to 5 NM 4000 HOLUL LEBYI Holding Pattern RW12 NIMMU TRK Δ 239 TDZE (0) **IBOXY** 1051 4000 *'2*3° RW12 2800 GS 3.00° 1074 TCH 39 6 NM 5.3 NM CATEGORY 1387-11/4 LPV DA 336 (400-11/4) NA LNAV/ DΑ 1668-2 617 (700-1) NA VNAV 1660-13/4 LNAV MDA 1660-1 609 (700-1) NA 609 (700-134) REIL Rwy 12 🕕 1760-2 CIRCLING 1700-2 649 (700-2) NA MIRL Rwy 12-30 1 709 (800-2)

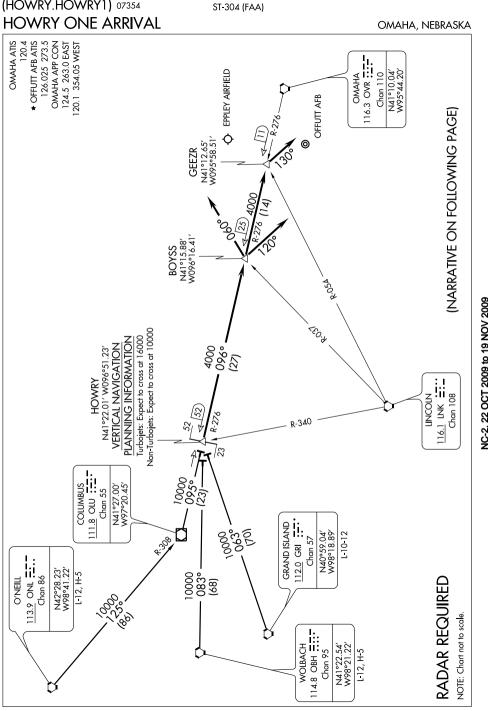




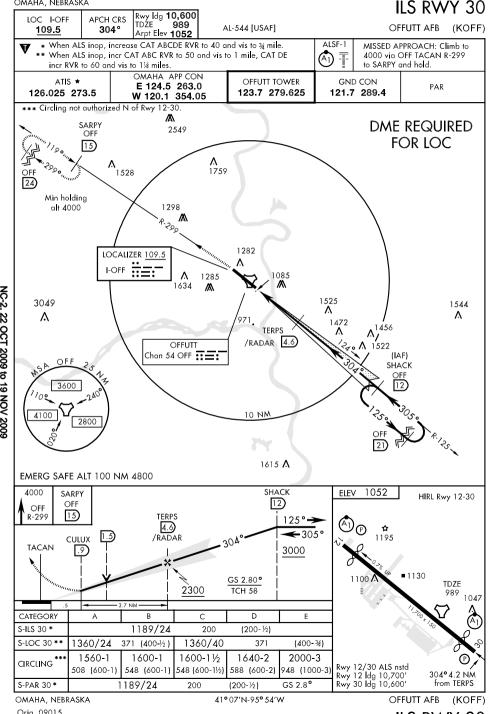


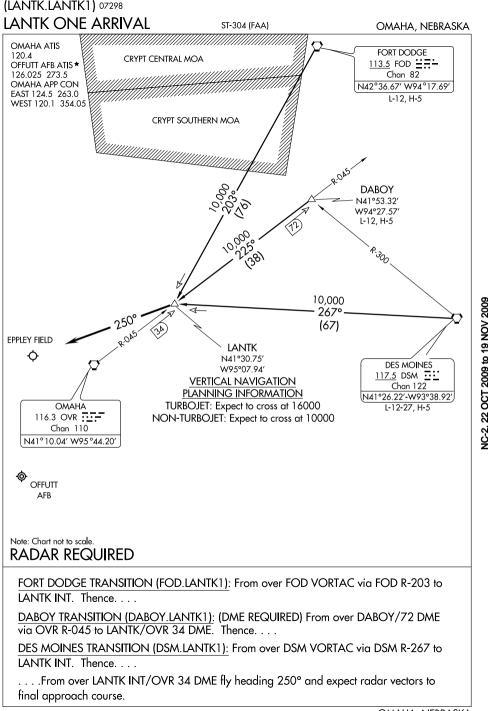
OMAHA, NEBRASKA HI-TACAN RWY 12 Rwy ldg 10,700 TACAN OFF APCH CRS 1042 119° JAL-544 [USAF] OFFUTT AFB (KOFF) Chan 54 Arpt Elev **1052** ALSF-1 * When ALS inop, increase CAT C vis to 1¾ miles, CAT D vis to 2 miles, MISSED APPROACH: Climb to 3000 via Cat E vis to 2½ miles. (Āī OFF TACAN R-133 to TYTAN and hold **Circling not authorized N of Rwy 12-30. OMAHA APP CON ATIS * OFFUTT TOWER GND CON E 124.5 263.0 PAR 126.025 273.5 123.7 279.625 121.7 289.4 W 120.1 354.05 ** When ALS inop, vis increase not required. (c) (IAF) LEMAY OFF 30 OFF 40 ∧¹⁵⁵⁸ 2549 † CAUTION: Terrain 1053 feet 1749/ ۸ MSL, 200 to 250 feet from /Λ1528 threshold, 360 to 400 feet left of course. USAF: When VGSI inop, SARPY Λ 1759 1298 straight-in procedures to RWY 12 OFF 15 OFFUTT 1290 at night requires approval from Chan 54 OFF ::=: NC-2, 22 OCT 2009 to 19 NOV 2009 MAJČOM DO or equivalent. KATAE 1329 OFF 7 MILLARD MUNI 1634 1285 1525 CAUTION: Extv lgt acft venty ۸ ۸ MILLARD MUNI. 3049 TYTAN OFF 1425 ^ 12 3600 1615 4100 2800 ÓFF 21) 20 NM 1052 **ELEV** HIRL Rwy 12-30 EMERG SAFE ALT 100 NM 4800 LEMAY TYTAN 119° to 30) OFF OFF TACAN SARPY R-133 12) TDZE ☆1195 10,000 15 KATAE 1042 7 4000 TACAN COTGO 1.7 1130 2900 3.00° TCH 42 CATEGORY C D Ε 1680-11/2 1680-13/4 1680/60 S-12 * † 637 (700-11/2) 637 (700-11/4) 637 (700-1%) ® 1680-134 1680-2 2000-3 CIRCLING ** Rwy 12 ldg 10,700' Rwy 30 ldg 10,600' Rwy 12/30 ALS nstd 628 (700-1%) 628 (700-2) 948 (1000-3) S-PAR 12 *** † 1293/50 250 (300-1)GS 3.0° OMAHA, NEBRASKA 41° 07'N-95° 54'W OFFUTT AFB (KOFF) Orio 09015

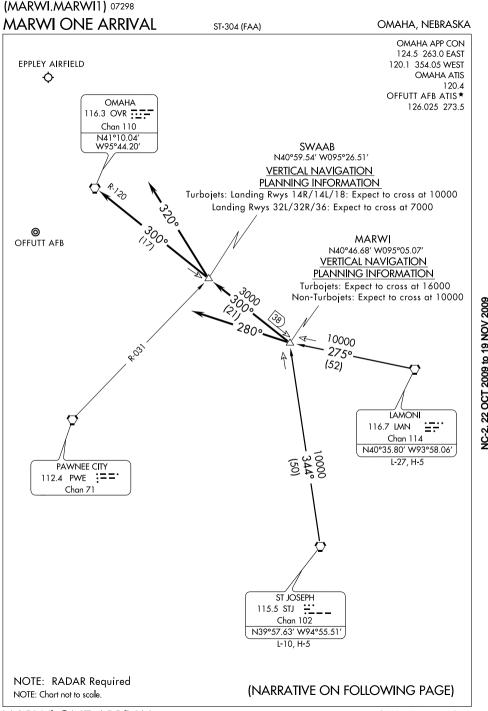




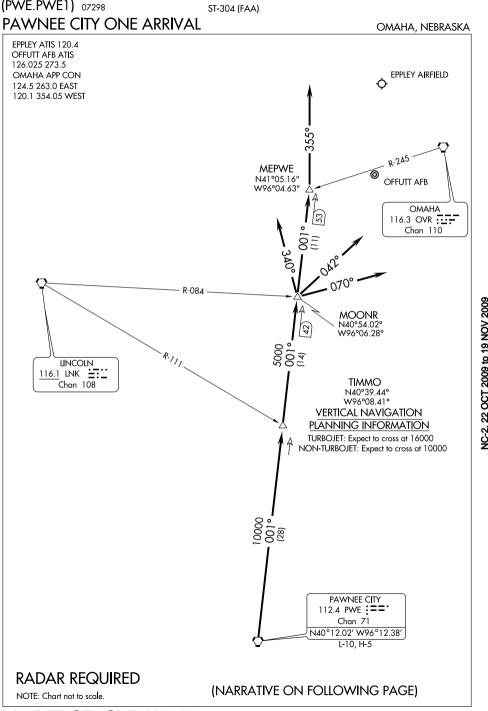
(HOWRY.HOWRY1) 07298 ST-304 (FAA) HOWRY ONE ARRIVAL OMAHA, NEBRASKA ARRIVAL DESCRIPTION GRAND ISLAND TRANSITION (GRI.HOWRY1): From over GRI VORTAC via GRI R-063 to HOWRY INT O'NEIL TRANSITION (ONL.HOWRY1): From over ONL VORTAC via ONL R-125 and OLU R-308 to OLU VOR/DME, then via OLU R-095 to HOWRY INT. WOLBACH TRANSITION (OBH.HOWRY1): From over OBH VORTAC via OBH R-083 to HOWRY INT From over HOWRY INT via OVR R-276 to BOYSS INT/OVR 25 DME. Thence Landina Eppley Airfield: Runways 14L/14R/18: Depart BOYSS INT via heading 060°. Expect radar vectors to final approach course. Runways 32L/32R/36: Depart BOYSS INT via OVR R-276 to GEEZR INT/OVR 11 DME, then via heading 130°. Expect radar vectors to final approach course. 2 2 2 CCT 2009 to 19 NOV 2009 Landing Offutt AFB: Runway 12: Expect radar vectors to final approach course. Runway 30: Depart BOYSS INT via heading 120°. Expect radar vectors to final approach course.



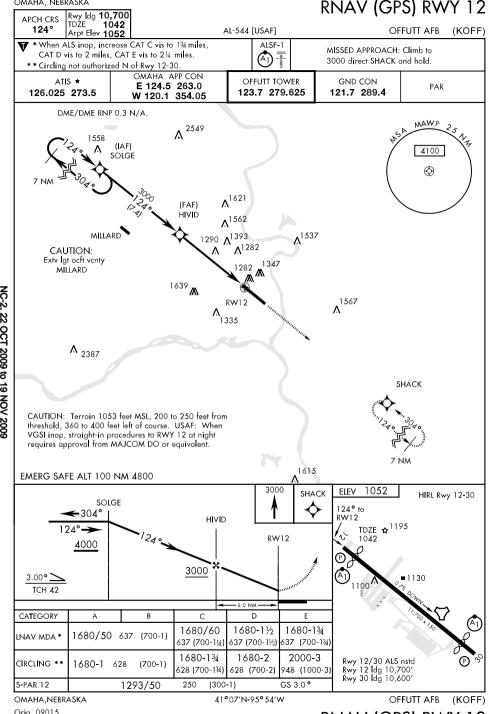


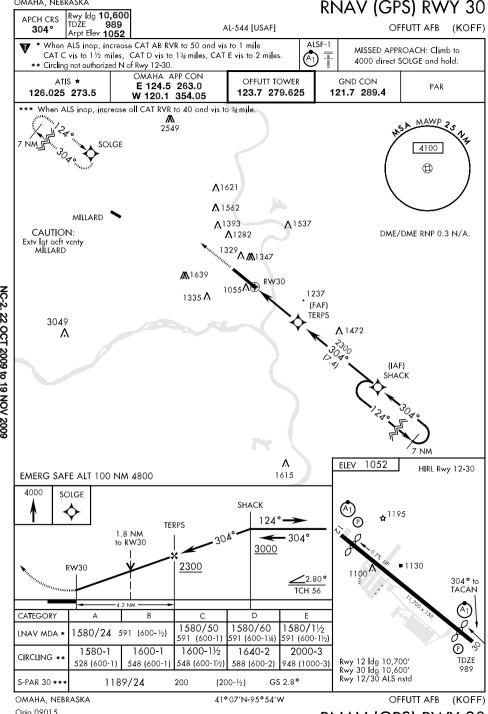


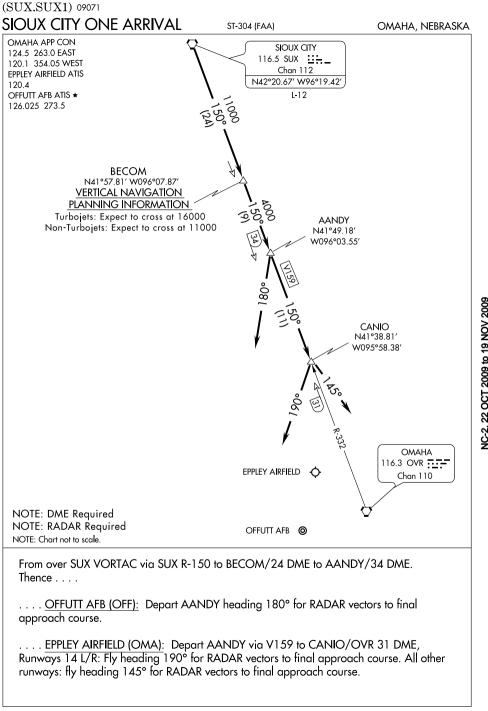
(MARWI.MARWI1) 07242 ST-304 (FAA) MARWI ONE ARRIVAL OMAHA, NEBRASKA ARRIVAL DESCRIPTION LAMONI TRANSITION (LMN.MARWI1): From over LMN VORTAC via LMN R-275 to MARWI INT. ST. JOSEPH TRANSITION (STJ.MARWI1): From over STJ VORTAC via STJ R-344 to MARWI INT. LANDING EPPLEY AIRFIELD: Runways 14L/14R/18: Depart MARWI INT via OVR R-120 to SWAAB INT/ OVR 17 DME then via heading 320°. Thence Runways 32L/32R/36: Depart MARWI INT via OVR R-120 to SWAAB INT/ OVR 17 DME, then via OVR R-120 to OVR VORTAC. Thence LANDING OFFUTT AFB: Depart MARWI INT via heading 280°. Thence 2 2 2 CCT 2009 to 19 NOV 2009 Expect radar vectors to final approach course.



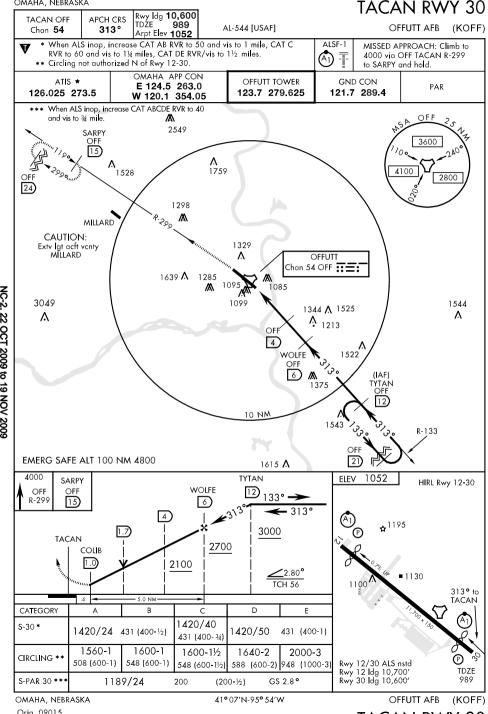
(PWE.PWE1) 07242 ST-304 (FAA) PAWNEE CITY ONE ARRIVAL OMAHA, NEBRASKA ARRIVAL DESCRIPTION From over PWE VORTAC via PWE R-001 to TIMMO INT/28 DME TO MOONR INT/42 DME. Thence EPPLEY AIRFIELD (OMA): Runways 14L/R, 18: To MEPWE INT/53 DME, depart MEPWE INT via heading 355°, expect radar vectors to final approach course. Runways 32L/R, 36: Depart MOONR INT via heading 042°, expect radars vectors to final approach course. OFFUT AFB (OFF): Runway 12: Depart MOONR INT via heading 340°, expect radar vectors to final approach course. Runway 30: Depart MOONR INT via heading 070°, expect radar vectors to final approach course. NC-2, 22 OCT 2009 to 19 NOV 2009

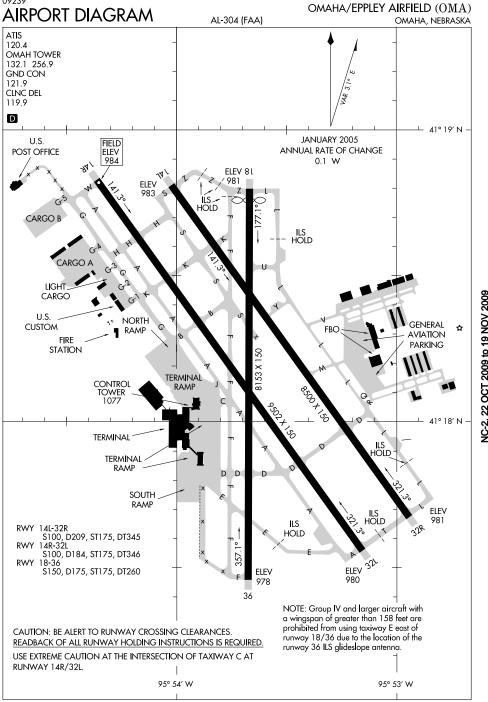


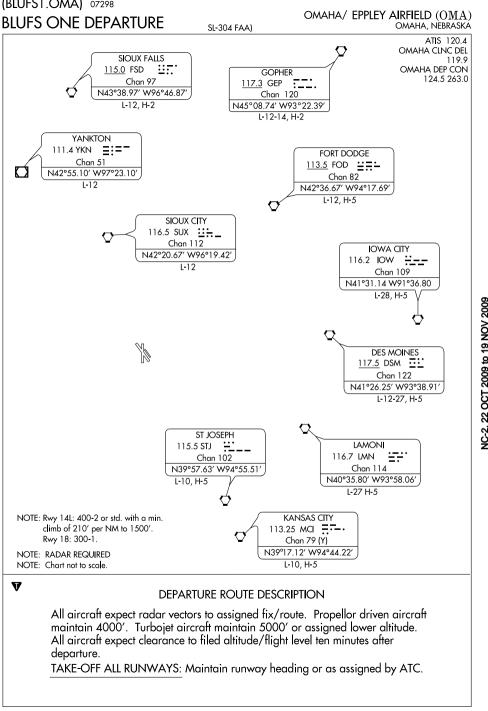




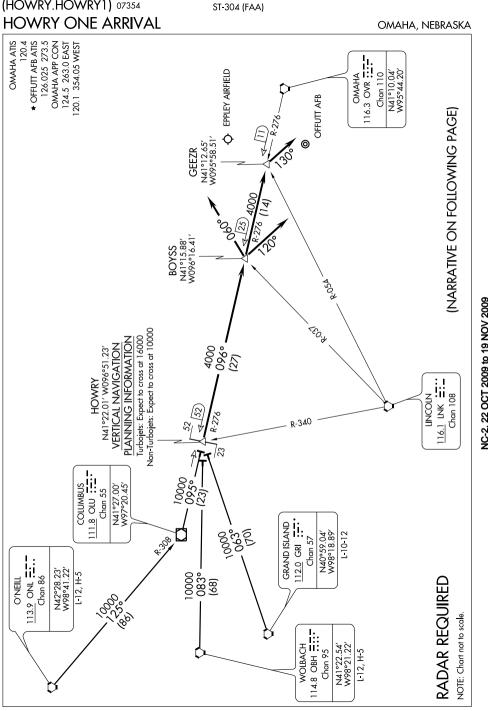
OMAHA, NEBRASKA TACAN RWY 12 Rwy ldg 10,700 TDZE 1042 TACAN OFF APCH CRS Chan **54** 119° AL-544 [USAF] OFFUTT AFB (KOFF) Arpt Elev 1052 * When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, ALSF-1 MISSED APPROACH: Climb to v CAT C vis to 134 miles, CAT D vis to 2 miles, CAT E vis to 214 miles. (A_1) 3000 via OFF TACAN R-133 to ** Circling not authorized N of Rwy 12-30. TYTAN and hold. OMAHA APP CON ATIS ★ OFFUTT TOWER GND CON E 124.5 263.0 PAR 126.025 273.5 123.7 279.625 121.7 289.4 W 120.1 354.05 *** When ALS inop, RVR/vis increase not required. **A** 2549 ∧¹⁵⁵⁸ R-299 (IAF) ARPY 3600 OFF 15) 1528 **A** 1759 4100 OFF 24 2800 KATAE OFF 7 1298 MILLARD 1290 CAUTION: ۸ Extv lgt acft venty 1329 MILLARD ۸ 1634 **A** NC-2, 22 OCT 2009 to 19 NOV 2009 1285 Μ 3049 1544 **^.** 1525 ۸ ۸ OFFUTT Chan 54 OFF ::= TYTAN OFF 12) 7 1543 **△** † CAUTION: Terrain 1053 feet MSL, 200 to 10 NM 250 feet from threshold, 360 to 400 feet left of course, USAF: When VGSI inop, straight-in procedures to RWY 12 at night requires approval from MAJCOM DO or equivalent. R-133 21) 1615 A EMERG SAFE ALT 100 NM 4800 1052 SARPY **ELEV** TYTAN HIRL Rwy 12-30 15 OFF KATAE OFF 119° to R-133 12 TACAN 7 TDZE ☆1195 COTGO TACAN `ر√ 4000 1042 1.7 (P) 2900 Ãì 3.00° 1130 1100 TCH 42 5.3 NM CATEGORY В D Е 1680-11/2 1680-134 1680/60 1680/50 637 (700-1) S-12 * † 637 (700-13/) 637 (700-1¼) 637 (700-1½) 1680-13/4 1680-2 2000-3 Rwy 12/30 ALS nstd Rwy 12 ldg 10,700' CIRCLING ** 1680-1 628 (700-1) 628 (700-134) 628 (700-2) 948 (1000-3) Rwy 30 ldg 10,600' GS 3.0° 1293/50 250 S-PAR 12 *** † (300-1)41°07′N-95°54′W OMAHA, NEBRASKA OFFUTT AFB (KOFF) Oria 00015



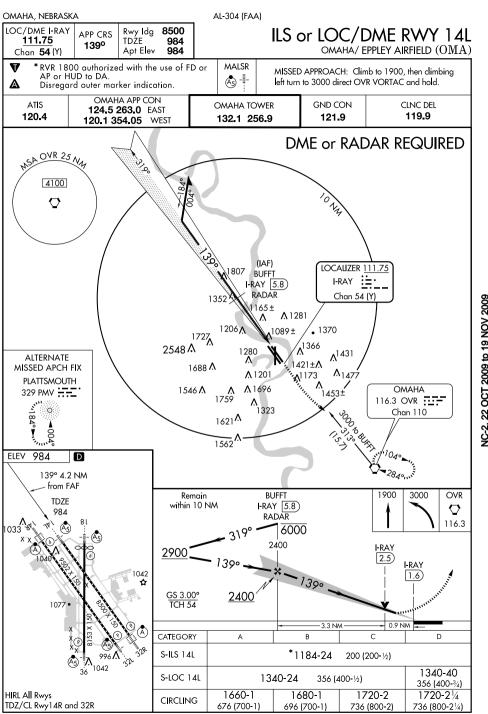


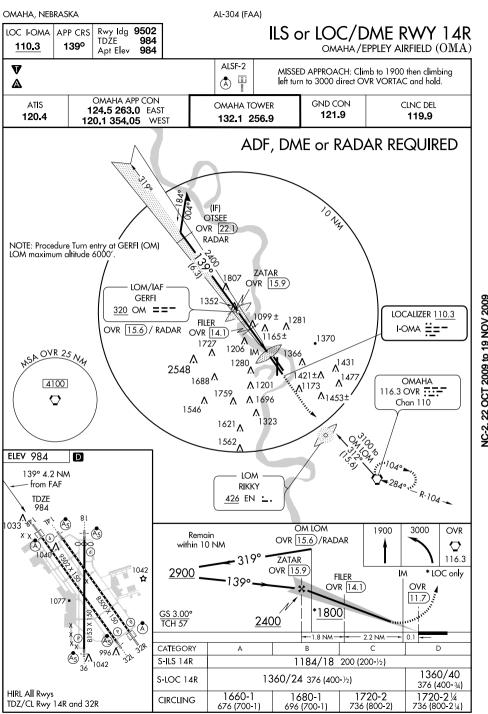


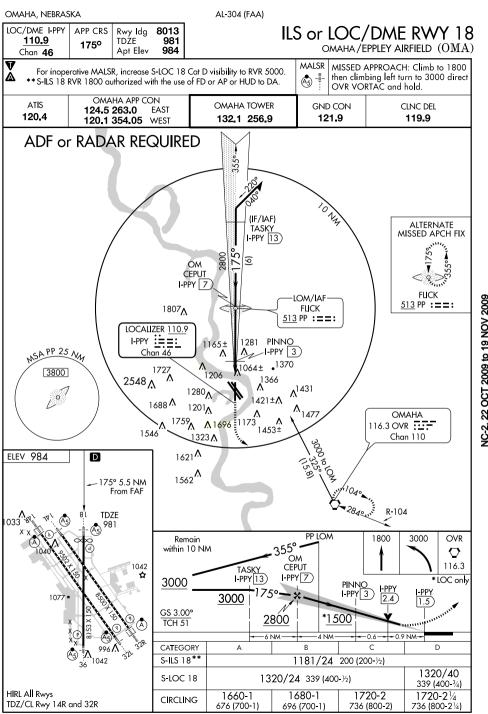
(CATTL1.OMA) 07298 OMAHA/ EPPLEY AIRFIELD (OMA) CATTL ONE DEPARTURE OMAHA, NEBRASKÁ SI-304 FAA) ATIS 120.4 OMAHA CLNC DEL O'NEILL 1199 113.9 ONL OMAHA DEP CON Chan 86 120.1 354.05 N42°28.23′ W98°41.22′ L-12. H-5 NORFOLK 109.6 OFK Chan 33 NORTH PLATTE N41°59.28′ W97°26.07 1<u>17.4</u> LBF 1-12 Chan 121 N41°02.92′ W100°44.83′ L-10-12, H-5 WOLBACH 114.8 OBH Chan 95 N41°22.54′ W98°21.22′ L-12, H-5 LINCOLN 116.1 LNK =:: Chan 108 N40° 55.43′ W96° 44.52′ L-10, H-5 PAWNEE CITY 112.4 PWE :==: Chan 71 N40°12.02′ W96°12.38′ L-10. H-5 WICHITA 11<u>3.8</u> ICT :--Chan 85 N37°44.71′ W97°35.03′ L-10-15, H-5 NOTE: Rwy 14L: 400-2 or std. with a min. NOTE: RADAR REQUIRED climb of 210' per NM to 1500'. Rwy 18: 300-1. NOTE: Chart not to scale. V DEPARTURE ROUTE DESCRIPTION All aircraft expect radar vectors to assigned fix/route. Propellor driven aircraft maintain 4000'. Turbojet aircraft maintain 5000' or assigned lower altitude. All aircraft expect clearance to filed altitude/flight level ten minutes after departure. TAKE-OFF ALL RUNWAYS: Maintain runway heading or as assigned by ATC.

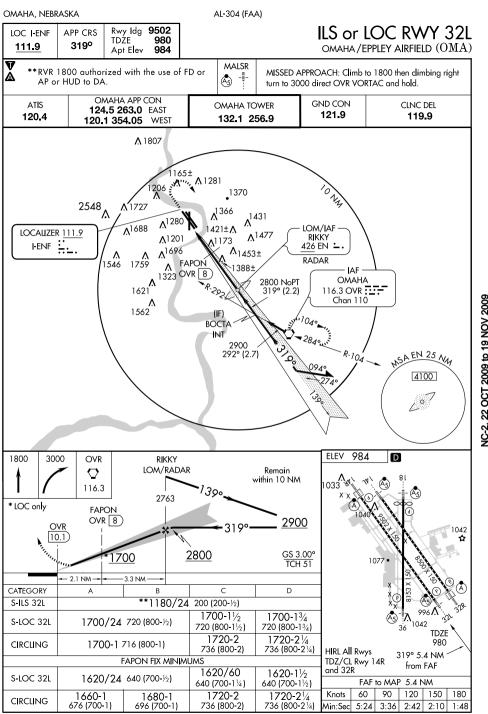


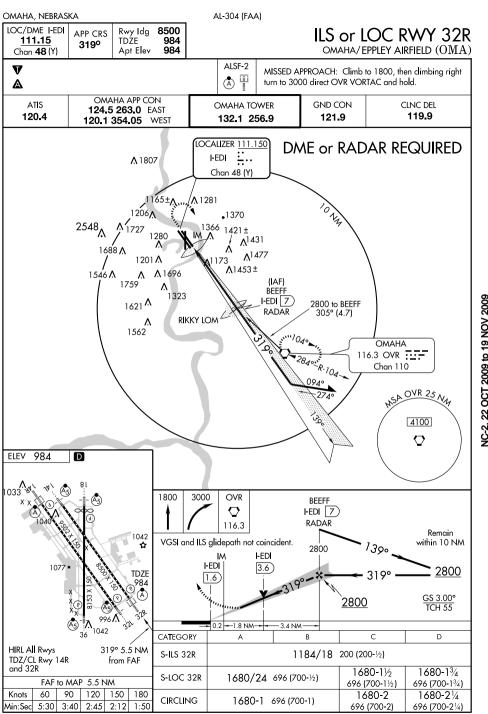
(HOWRY.HOWRY1) 07298 ST-304 (FAA) HOWRY ONE ARRIVAL OMAHA, NEBRASKA ARRIVAL DESCRIPTION GRAND ISLAND TRANSITION (GRI.HOWRY1): From over GRI VORTAC via GRI R-063 to HOWRY INT O'NEIL TRANSITION (ONL.HOWRY1): From over ONL VORTAC via ONL R-125 and OLU R-308 to OLU VOR/DME, then via OLU R-095 to HOWRY INT. WOLBACH TRANSITION (OBH.HOWRY1): From over OBH VORTAC via OBH R-083 to HOWRY INT From over HOWRY INT via OVR R-276 to BOYSS INT/OVR 25 DME. Thence Landina Eppley Airfield: Runways 14L/14R/18: Depart BOYSS INT via heading 060°. Expect radar vectors to final approach course. Runways 32L/32R/36: Depart BOYSS INT via OVR R-276 to GEEZR INT/OVR 11 DME, then via heading 130°. Expect radar vectors to final approach course. 2 2 2 CCT 2009 to 19 NOV 2009 Landing Offutt AFB: Runway 12: Expect radar vectors to final approach course. Runway 30: Depart BOYSS INT via heading 120°. Expect radar vectors to final approach course.

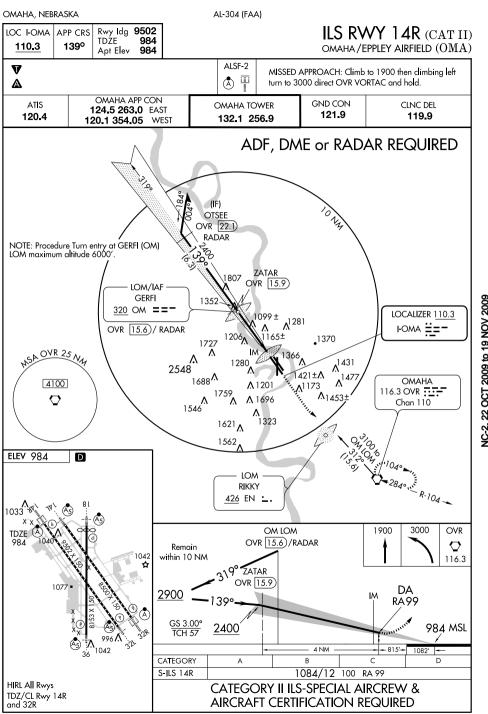


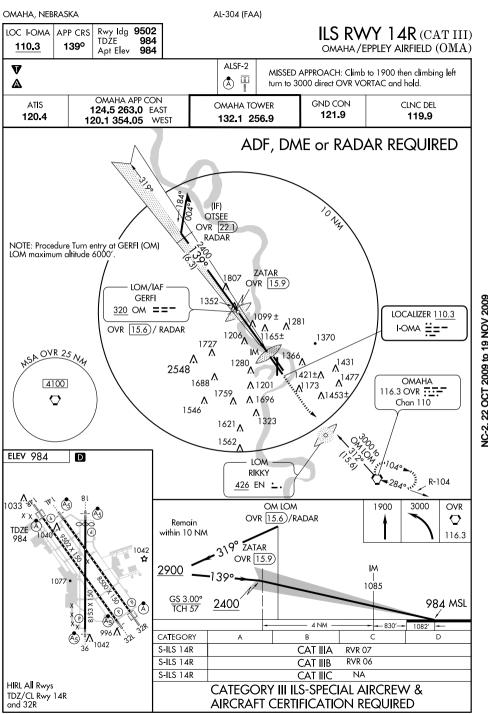


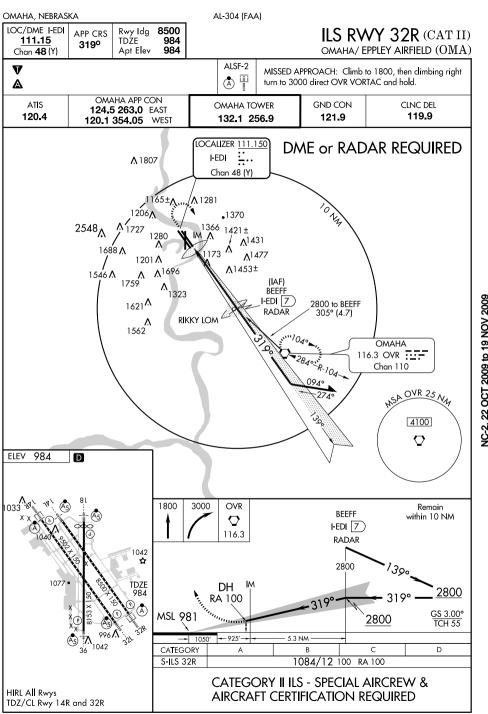


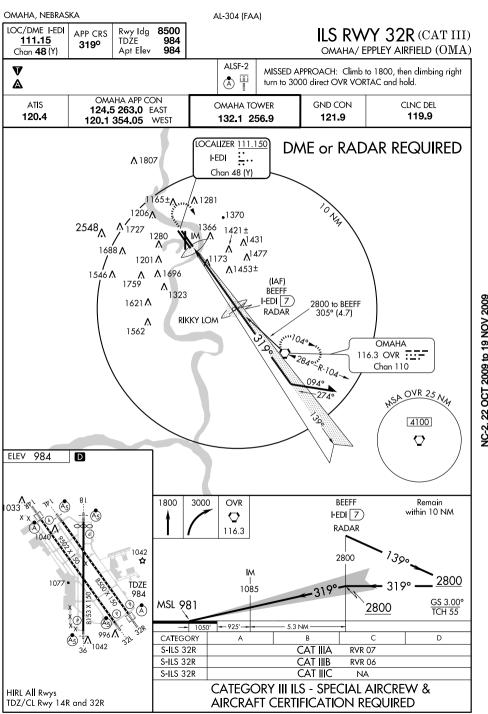


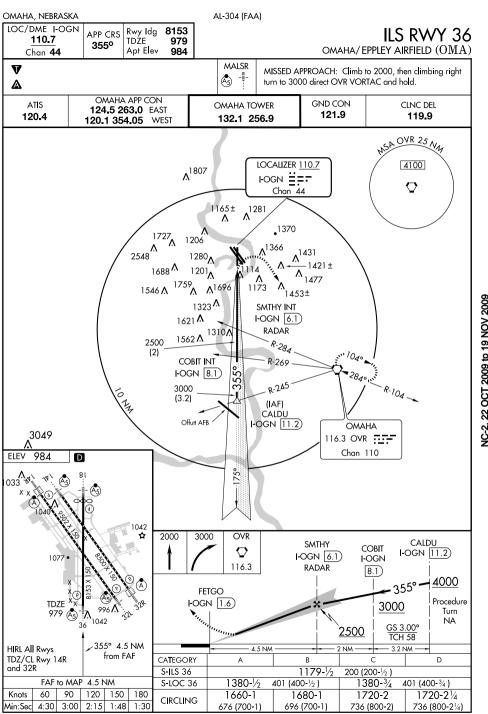


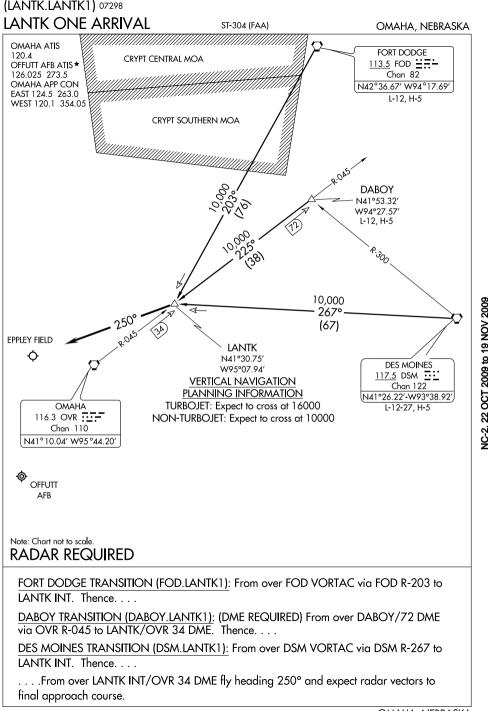


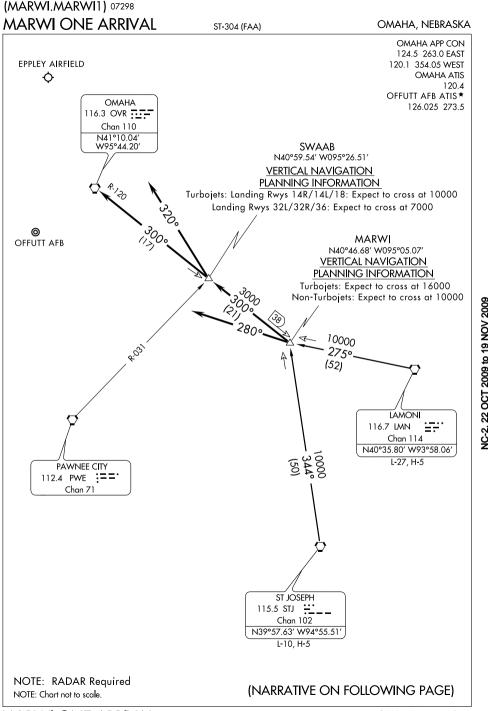




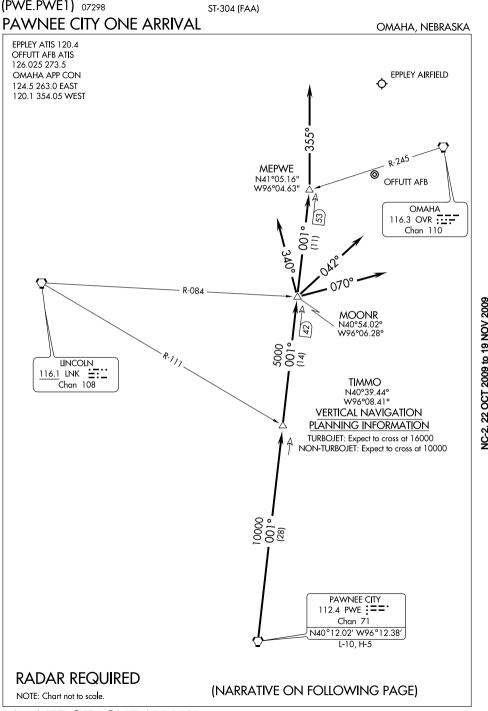




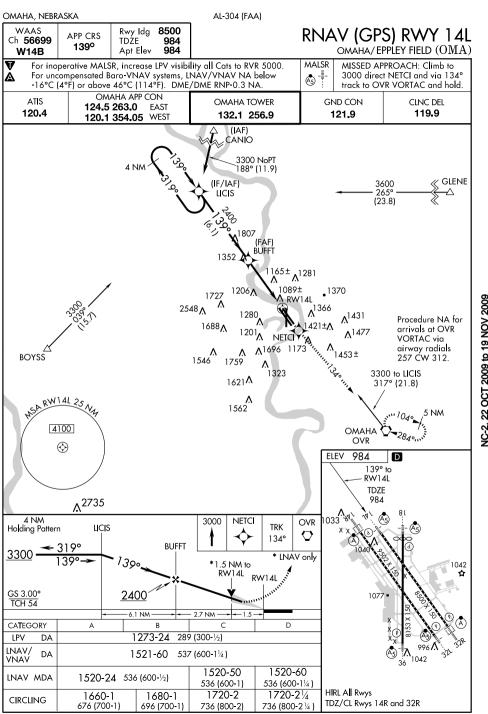


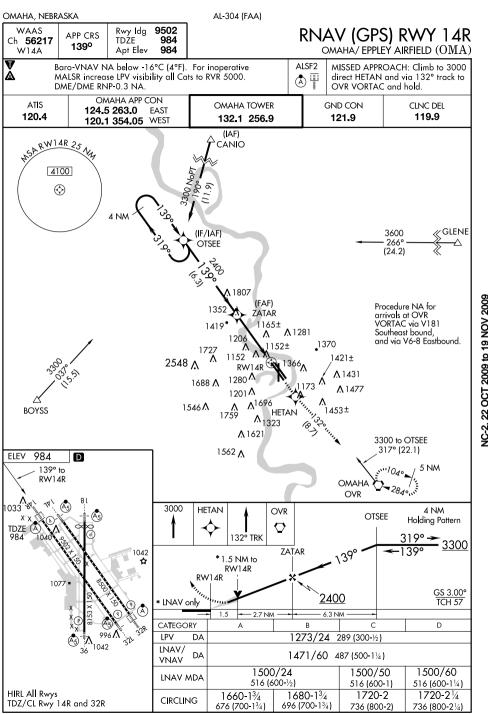


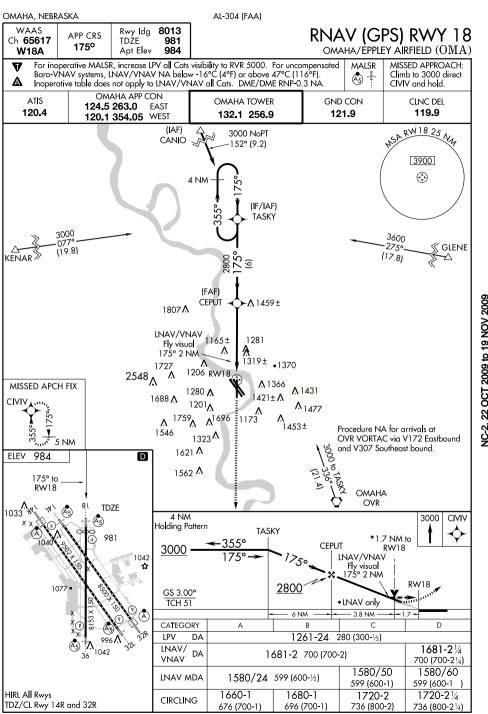
(MARWI.MARWI1) 07242 ST-304 (FAA) MARWI ONE ARRIVAL OMAHA, NEBRASKA ARRIVAL DESCRIPTION LAMONI TRANSITION (LMN.MARWI1): From over LMN VORTAC via LMN R-275 to MARWI INT. ST. JOSEPH TRANSITION (STJ.MARWI1): From over STJ VORTAC via STJ R-344 to MARWI INT. LANDING EPPLEY AIRFIELD: Runways 14L/14R/18: Depart MARWI INT via OVR R-120 to SWAAB INT/ OVR 17 DME then via heading 320°. Thence Runways 32L/32R/36: Depart MARWI INT via OVR R-120 to SWAAB INT/ OVR 17 DME, then via OVR R-120 to OVR VORTAC. Thence LANDING OFFUTT AFB: Depart MARWI INT via heading 280°. Thence 2 2 2 CCT 2009 to 19 NOV 2009 Expect radar vectors to final approach course.

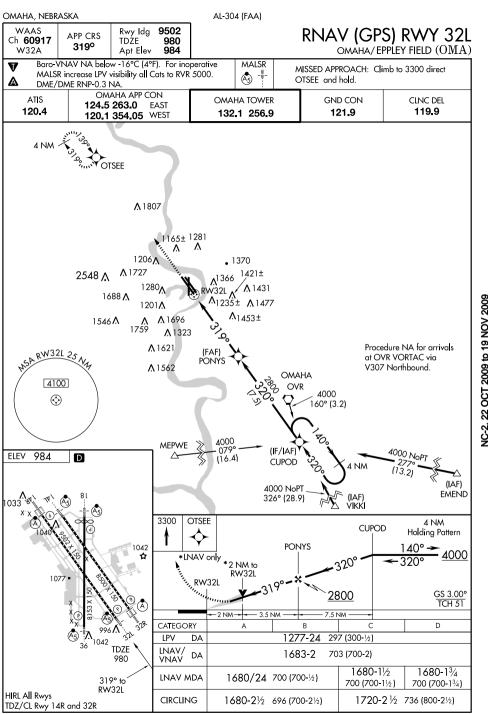


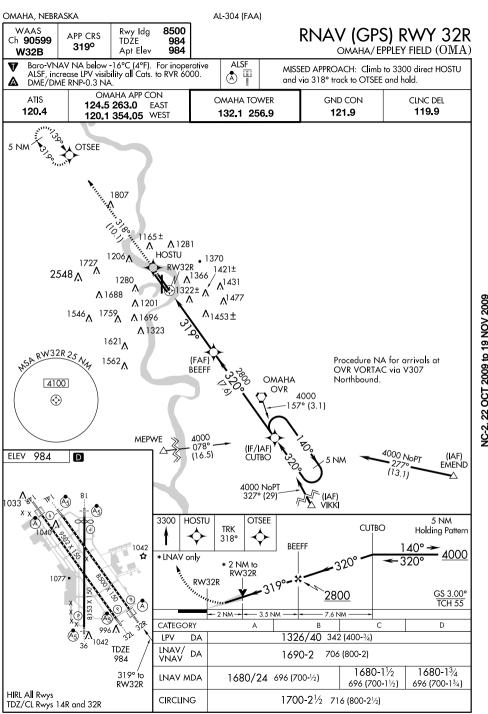
(PWE.PWE1) 07242 ST-304 (FAA) PAWNEE CITY ONE ARRIVAL OMAHA, NEBRASKA ARRIVAL DESCRIPTION From over PWE VORTAC via PWE R-001 to TIMMO INT/28 DME TO MOONR INT/42 DME. Thence EPPLEY AIRFIELD (OMA): Runways 14L/R, 18: To MEPWE INT/53 DME, depart MEPWE INT via heading 355°, expect radar vectors to final approach course. Runways 32L/R, 36: Depart MOONR INT via heading 042°, expect radars vectors to final approach course. OFFUT AFB (OFF): Runway 12: Depart MOONR INT via heading 340°, expect radar vectors to final approach course. Runway 30: Depart MOONR INT via heading 070°, expect radar vectors to final approach course. NC-2, 22 OCT 2009 to 19 NOV 2009

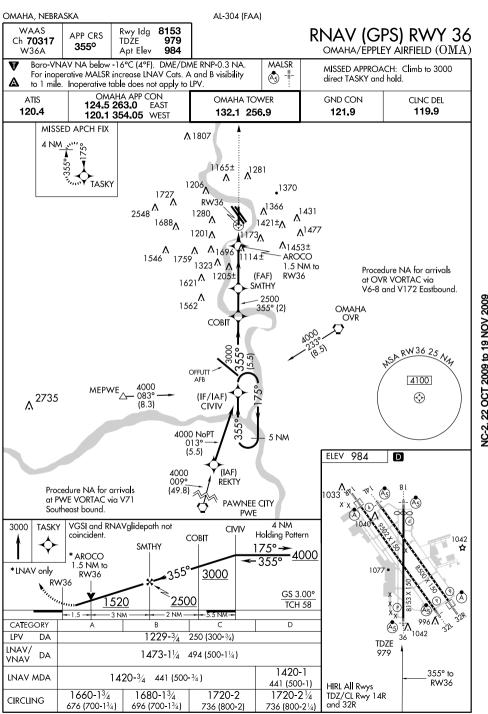


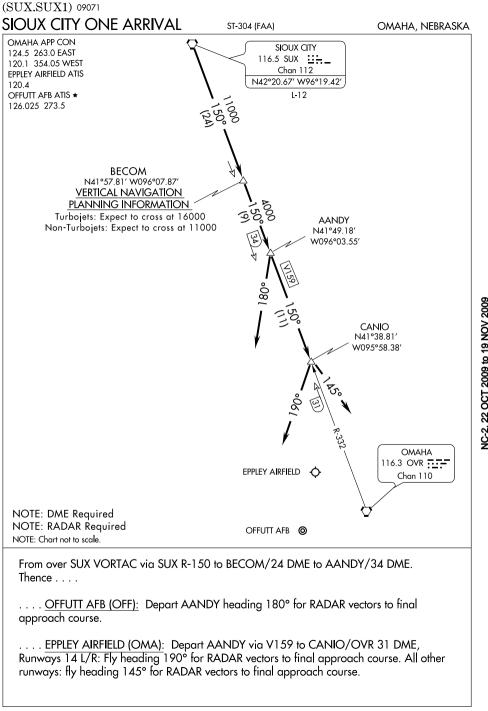


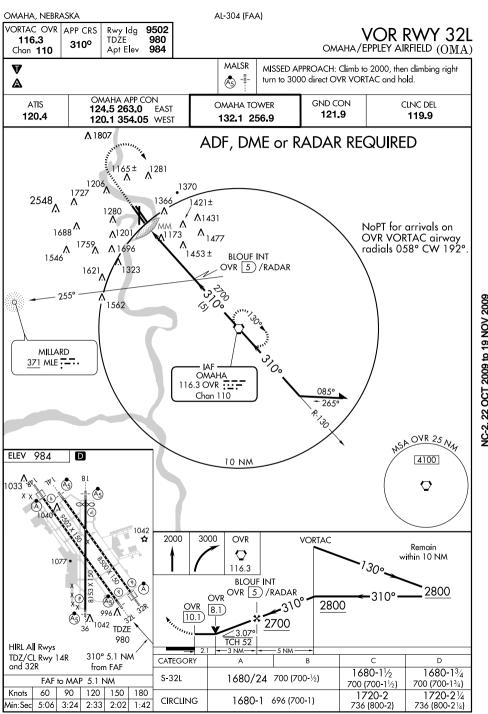


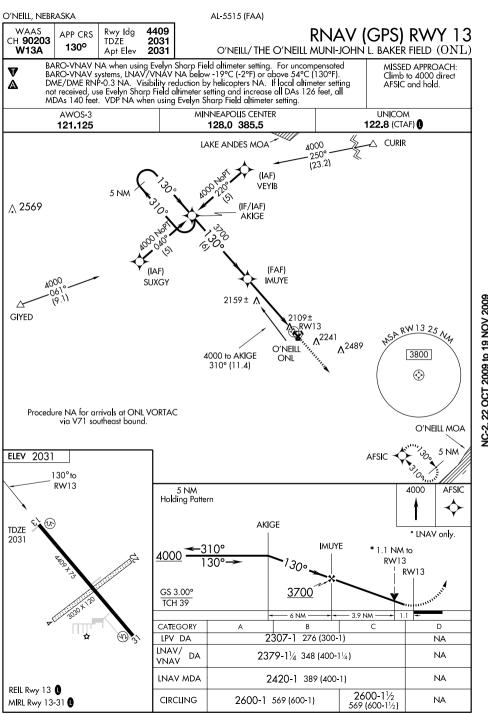




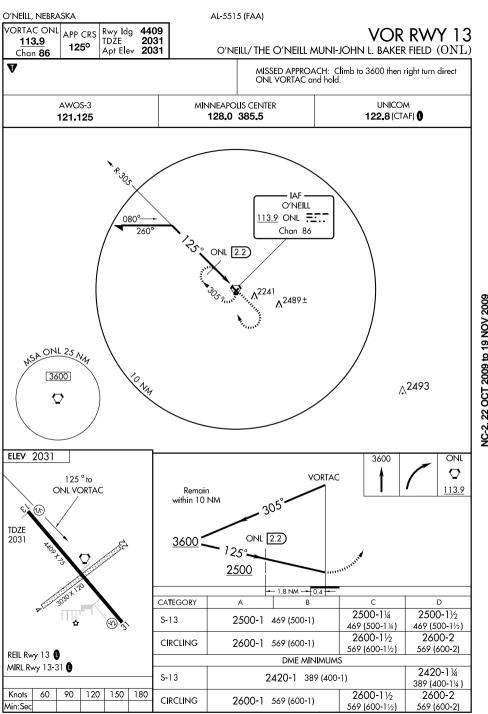


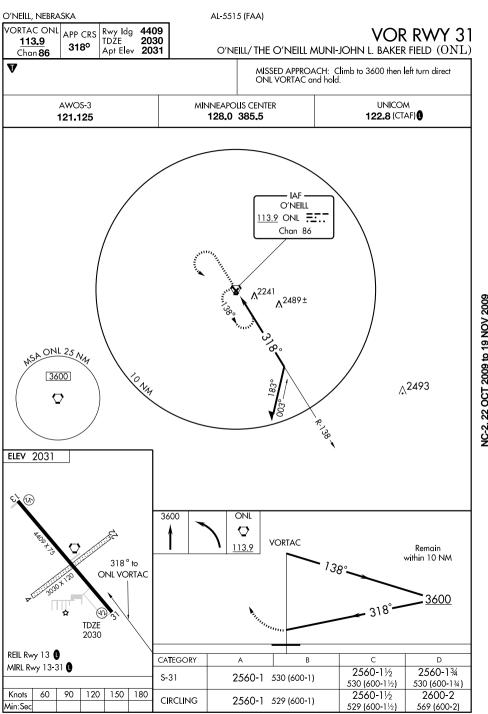


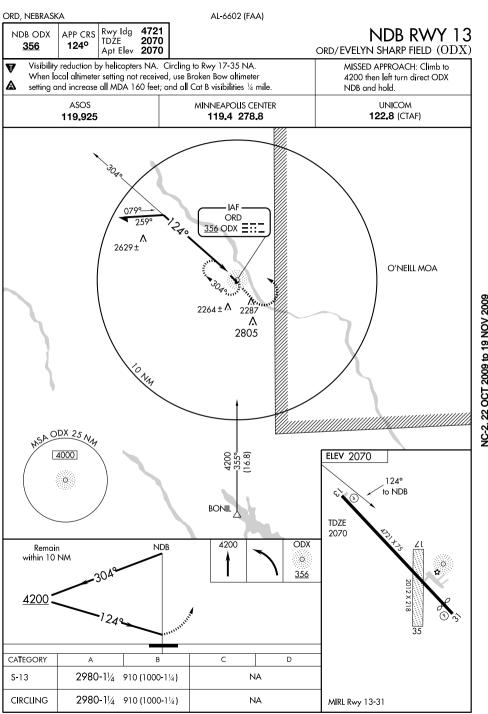




O'NEILL, NEBRASKA AL-5515 (FAA) Rwy Idg 4409 WAAS RNAV (GPS) RWY 31 APP CRS CH 70503 TDŹE 2031 310° O'NEILL/THE O'NEILL MUNI-JOHN L. BAKER FIELD (ONL)2031 Apt Elev W31A If local altimeter setting not received, use Evelyn Sharp Field altimeter setting and increase all DAs 126 feet, all MDAs 140 feet. BARO-VNAV NA when using Evelyn Sharp Field altimeter setting. For uncompensated BARO-VNAV systems, INAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. MISSED APPROACH: Climb to 4000 direct AKIGE and hold. MINNEAPOLIS CENTER UNICOM AWOS-3 128.0 385.5 122.8 (CTAF) 0 121.125 NSA RW31 25 Ny **AKIGE** 3800 **(** 4000 to AFSIC O'NEILL 130° (11.4) ONL 2241 **CUGUX** ^2489 UC-2 22 OCT 2009 to 19 NOV 2009 RW31 Procedure NA for arrivals at ONL VORTAC via airway radials 125 CW 157. PÜŸĤ (FAF) IHBÜK JIKNU ŃΜ 4000 0889 (IAF) (IF/ÌAF) (15)O'NEILL MOA ELEV 2031 4000 AKIGE 5 NM Holding Pattern **AFSIC IHBUK** 4000 310° RW31 GS 3.00° 3700 TCH 39 5 NM 6 NM CATEGORY Α В C D LPV DA 2281-1 250 (300-1) NA LNAV/ NA 2600-2 569 (600-2) DA **TDZE** VNAV 2031 2580-11/2 LNAV MDA NA 2580-1 549 (600-1) 549 (600-11/2) 310° to REIL Rwy 13 (2600-11/2 RW31 CIRCLING 2600-1 569 (600-1) NA MIRL Rwy 13-31 569 (600-11/2)







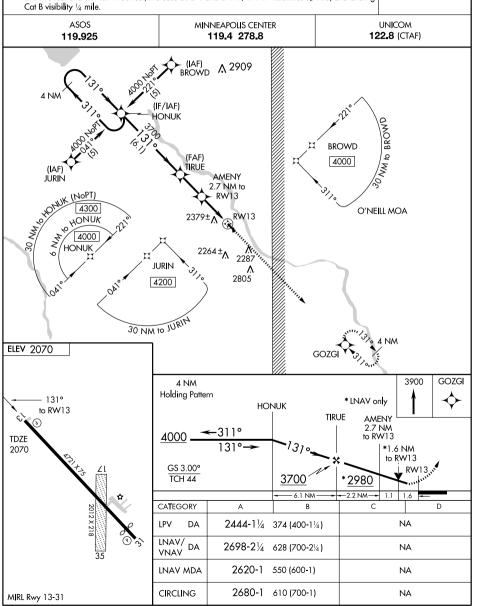
ORD, NEBRASKA WAAS 4721 Rwy Idg APP CRS CH 90312 TDŹE 2070 1310 Apt Elev 2070 W13A

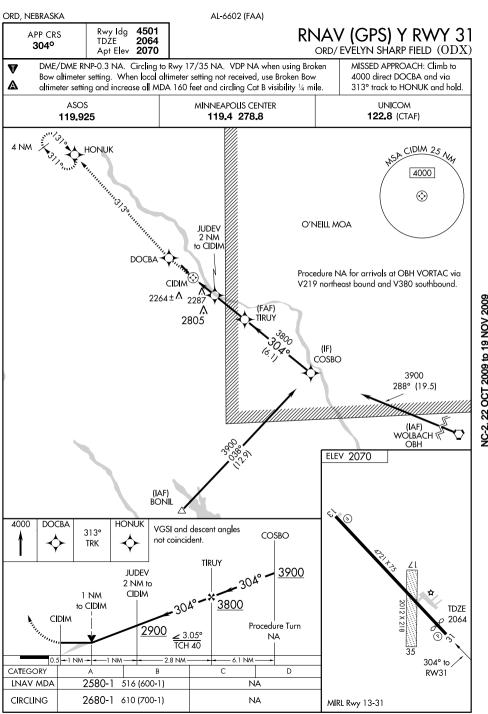
RNAV (GPS) RWY 13 ORD/EVELYN SHARP FIELD (ODX)

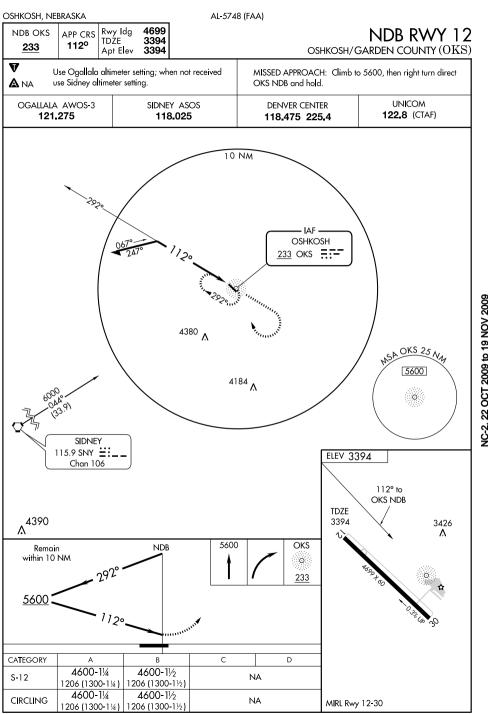
LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Circling to Rwy 17/35 NA. VDP NA when using Broken Bow altimeter setting. When local altimeter setting not received, use Broken Bow altimeter setting and increase all DA 143 feet and all MDA 160 feet; increase all LPV and LNAV/VNAV visibilities ½ mile, and circling

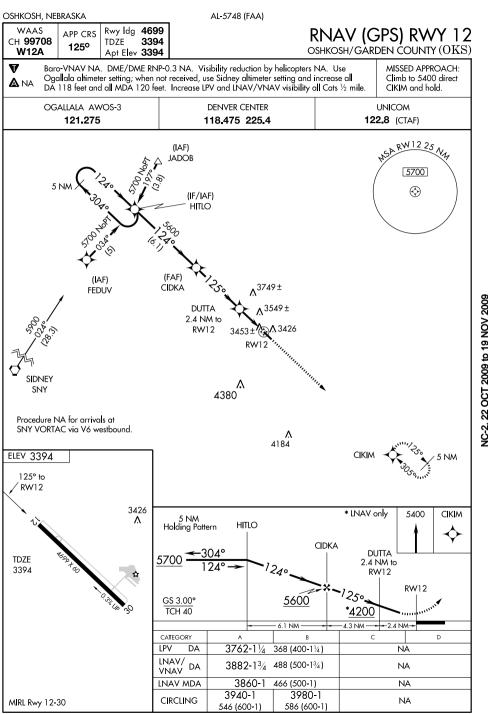
Baro-VNAV NA when using Broken Bow altimeter setting. For uncompensated Baro-VNAV systems, MISSED APPROACH: Climb to 3900 direct GOZGI and hold.

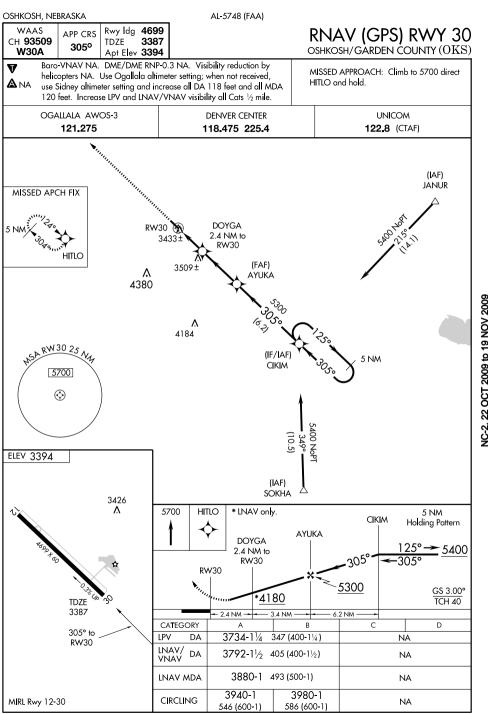
C-2 22 OCT 2009 to 19 NOV 2009

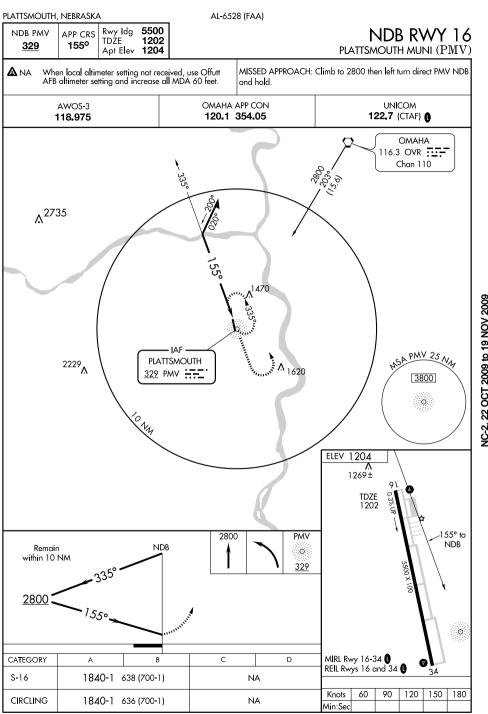


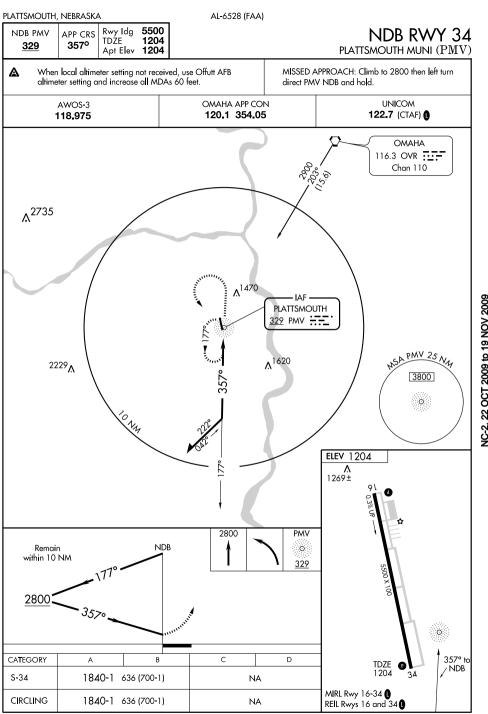


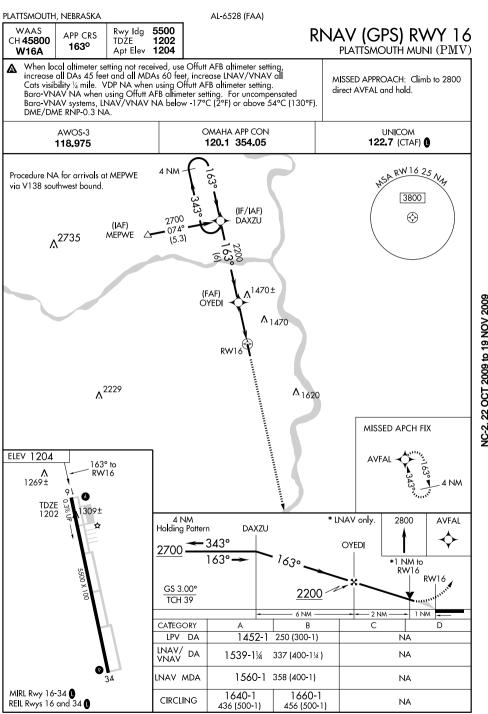


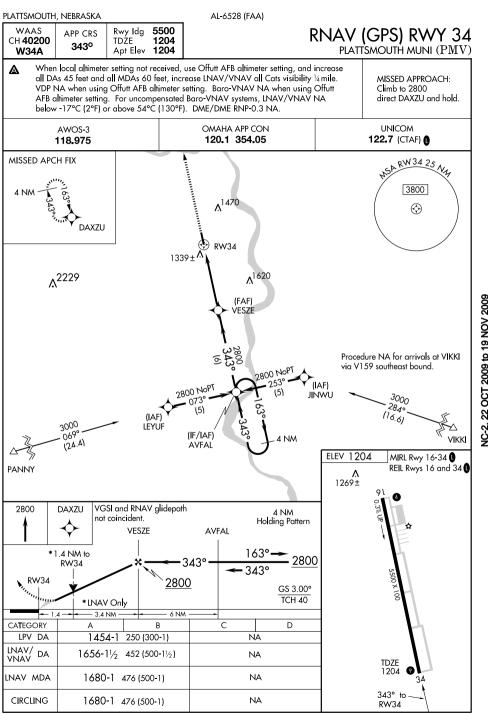


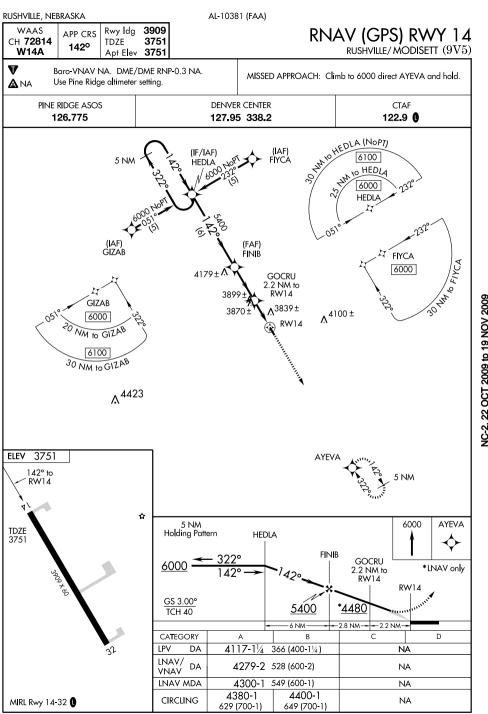


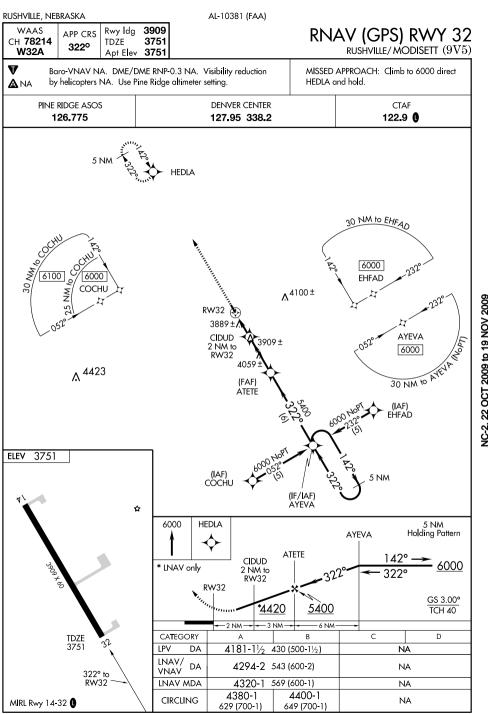


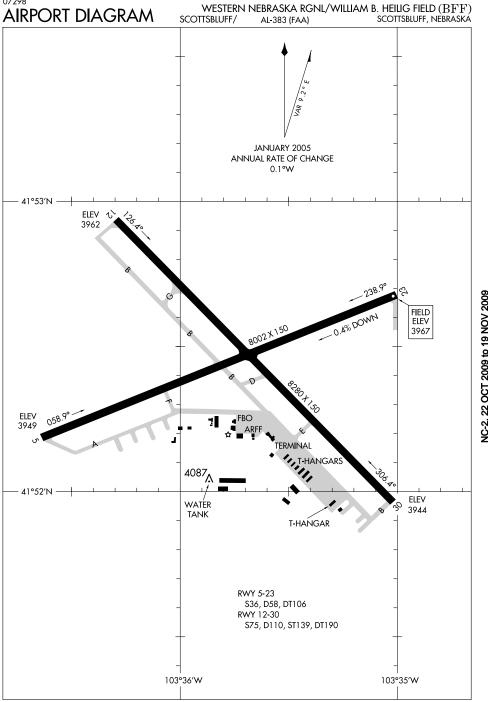


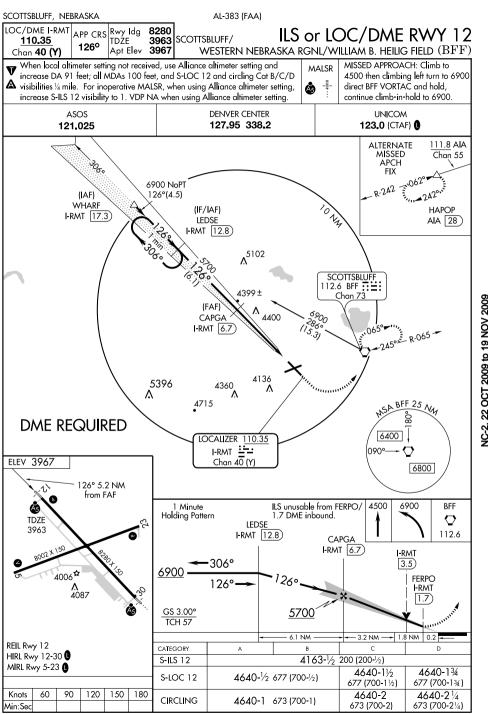


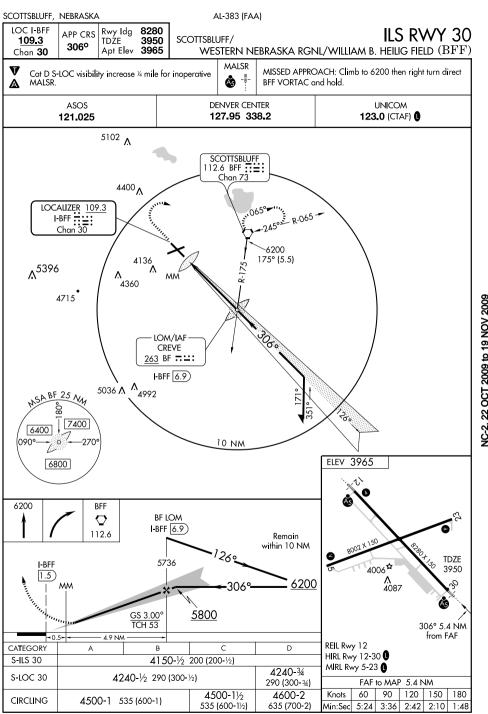


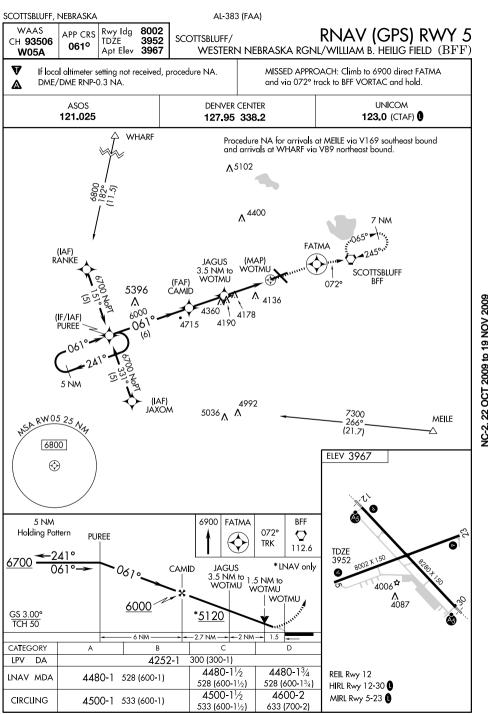






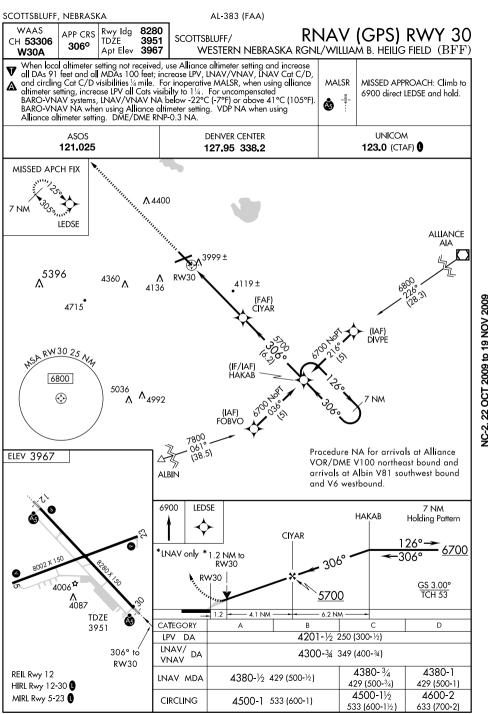


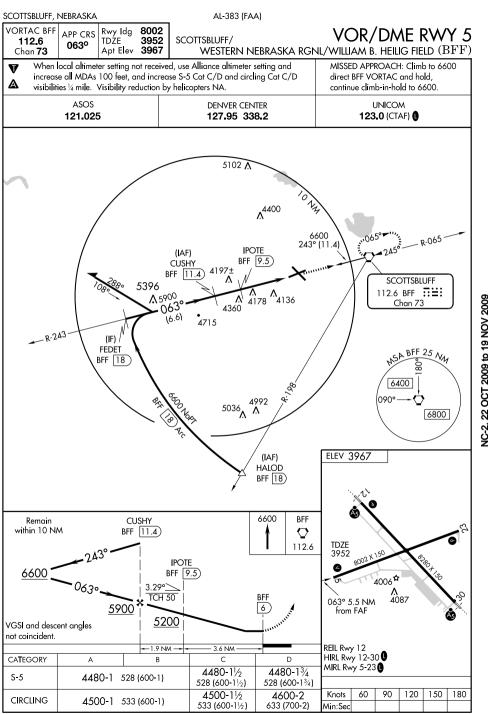


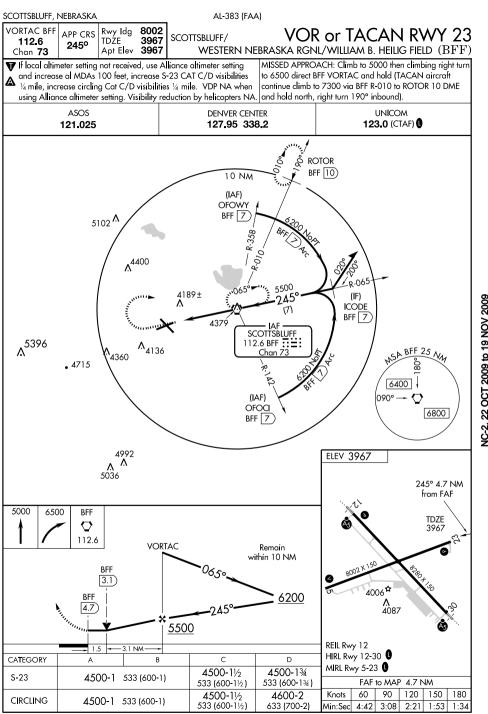


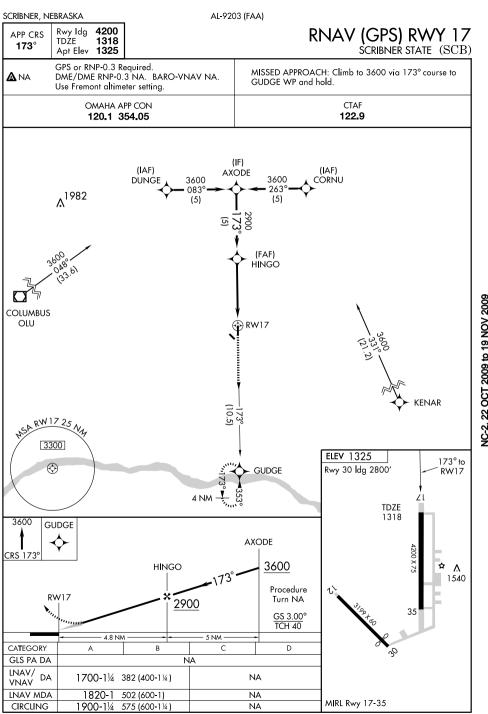
SCOTTSBLUFF, NEBRASKA AL-383 (FAA) WAAS Rwy Idg 8280 APP CRS RNAV (GPS) RWY 12 SCOTTSBLUFF/ CH 73005 TDŹE 3963 126° WESTERN NEBRASKA RGNL/WILLIAM B. HEILIG FIELD (BFF) Apt Elev 3967 W12A When local altimeter setting not received, use Alliance altimeter setting and increase all DAs 91 feet and all MDAs 100 feet; increase LPV, LNAV/VNAV, LNAV Cat A/B and circling Cat B visibilities ½ mile; increase LNAV and circling Cat C/D visibilities ½ mile. For inoperative MISSED APPROACH: MALSR Climb to 6700 direct MALSR, when using Alliance allimeter setting, increase LPV all Cats visibility to 1½, and LNAV Cat A visibility to 1. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -22°C (-7°F) or above 41°C (105°F). BARO-VNAV NA when using Alliance allimeter setting. VDP NA when using Alliance allimeter setting. DME/DME RNP-0.3 NA. HAKAB and hold. DENVER CENTER UNICOM **ASOS** 121,025 127.95 338.2 123.0 (CTAF) 0 Procedure NA for arrivals at ALBIN V81 southwest bound **SPONS** and arrivals at SPONS V81-V169 northbound. 7000 NSA RW 12 25 Ny (1 A) (IAF) ÀΥÄΫ́Ι 6800 (IF/IAF) LÉDSE 600x \Diamond **∧**5102 SACOP (FAF) CAPGA 4049± ∆⁵³⁹⁶ MISSED APCH FIX **∧** 4360 HAKAB 4715 ALBIN 7 NM **ELEV 3967** 126° to RW12 v 6700 HAKAB 7 NM **™** TDZE **LEDSE** Holding Pattern 3963 CAPGA *2.1 NM to * LNAV only 6900 RW12 RW12 4006⁴ GS 3.00° TCH 57 **∧** 4087 *57*00 6.1 NM CATEGORY D Α 4213-1/2 250 (300-1/2) LPV DA LNAV/ DA 4340-3/4 377 (400-3/4) VNAV 4700-11/2 4700-13/4 REIL Rwy 12 LNAV MDA 4700-1/2 737 (800-1/2) 737 (800-11/2) 737 (800-13/4) HIRL Rwy 12-30 (4700-2 4700-21/4 MIRL Rwy 5-23 1 CIRCLING 4700-1 733 (800-1) 733 (800-2) 733 (800-21/4)

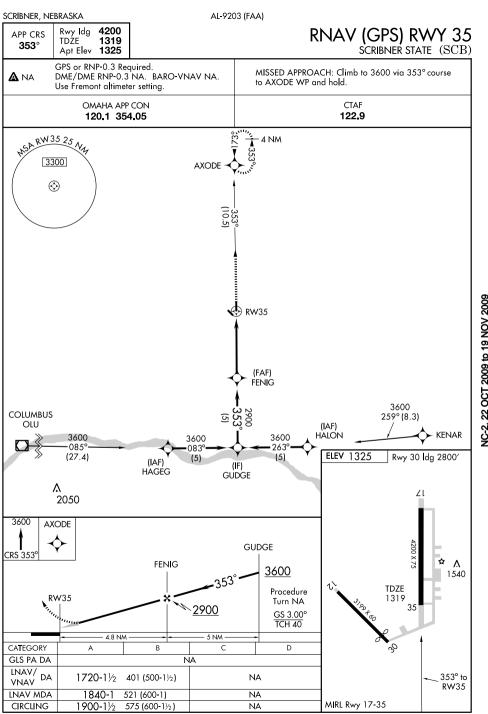
SCOTTSBLUFF, NEBRASKA AL-383 (FAA) 8002 WAAS Rwy Ida APP CRS RNAV (GPS) RWY 23 SCOTTSBLUFF/ CH **45606** TDŹE 3967 238° WESTERN NEBRASKA RGNL/WILLIAM B. HEILIG FIELD (BFF) Apt Elev 3967 W23A When local altimeter not received, use Alliance altimeter setting and increase 77 all DAs 91 feet and MDAs 100 feet. Increase all LPV visibilities ¼, increase MISSED APPROACH: Climb to 6700. LNAV Cat C/D visibilities ¼, increase circling Cat C/D visibilities ¼. A direct GESBE and via 243° track to BARO-VNAV NA when using Alliance altimeter setting. For uncompensated PUREE and hold. BARO-VNAV systems, LNAV/VNAV NA below -22°C (-7°F) or above 41°C (105°F). VDP NA when using Alliance altimeter setting. Visbility reduction by helicopters NA. DME/DME RNP-0.3 NA. **∆**SOS DENVER CENTER UNICOM 121.025 123.0 (CTAF) 0 127.95 338.2 7200 WHARF 0870 (IAF) CURÉX (21)NSA RW 23 25 Ny ۸⁵¹⁰² 5 NM 6800 (4400 5800 (IF/IAF) (FAF) AYANI KÓBSE (6.11 4163± Procedure NA for arrivals at MEILE via V169 4019± southeast bound and arrivals at WHARF RW23 via V89 southwest bound. Jakinnanan (IAF) NITEE GESBE 4024± ۸ ⁴¹³⁶ ^⁵³⁹⁶ 4360243°''' **PUREE** LNAV/VNAV - Fly visual 238° 1.8 NM, when using Alliance altimeter setting fly visual 238° 2.1 NM. 5 NM **ELEV 3967** 4992 5036 MEILE **GESBE** PUREE 243° 238° to 6700 5 NM RW23 TRK Holding Pattern KOBSE 0.58° 6600 LNAV only * 738° AYAN TDZE *1.3 NM to 3967 RW23 5800 RW23 4006⁴ LNAV/VNAV - Fly visual 238° 1.8 NM, GS 3.00° when using Alliance altimeter setting TCH 52 fly visual 238° 2.1 NM. 4087 4.2 NM 6.1 NM -CATEGORY Α D LPV DA 4256-1 289 (300-1) LNAV/ DA 4588-2 621 (700-2) VNAV 4420-11/4 4420-11/2 REIL Rwy 12 LNAV MDA 4420-1 453 (500-1) 453 (500-11/4) 453 (500-11/2) HIRL Rwy 12-30 (4500-11/2 4600-2 MIRL Rwy 5-23 1 CIRCLING 4500-1 533 (600-1) 533 (600-11/2) 633 (700-2)

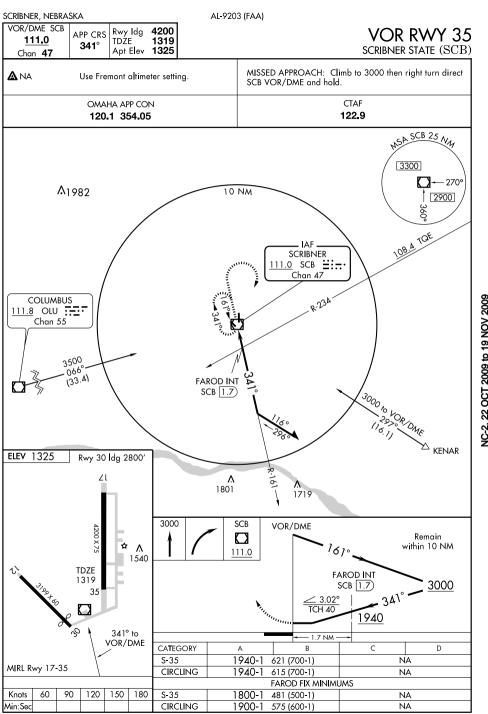


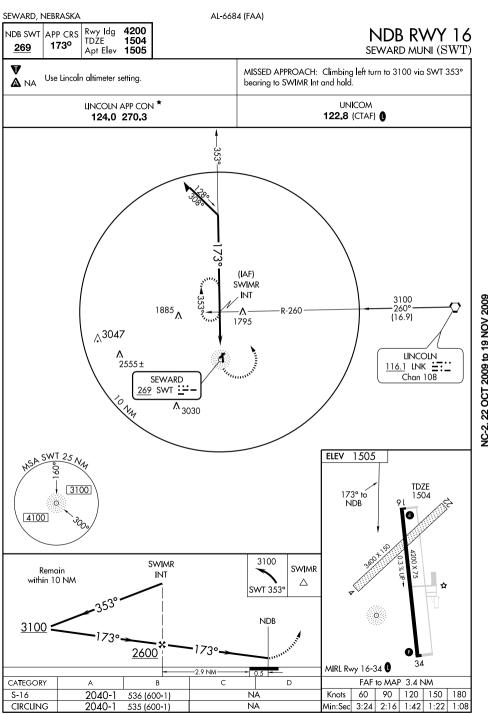


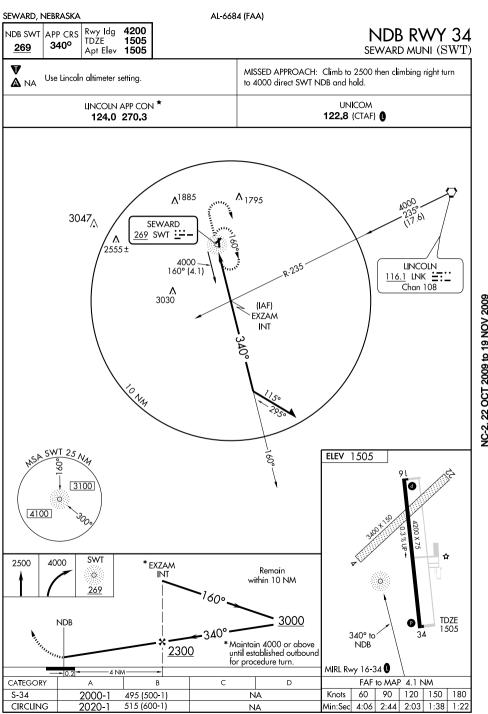


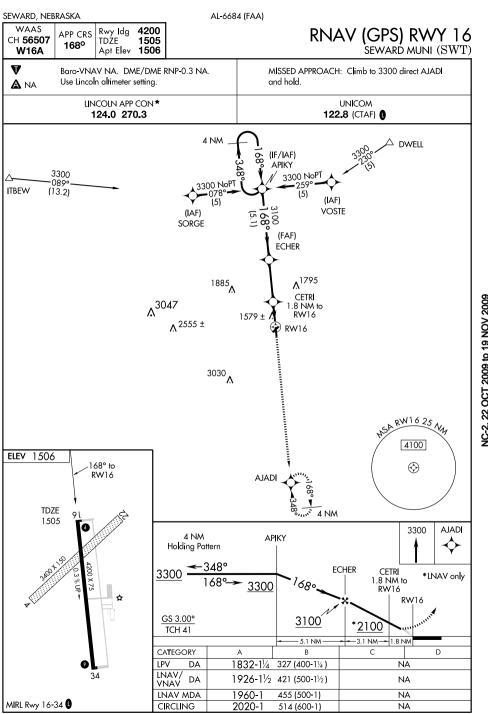


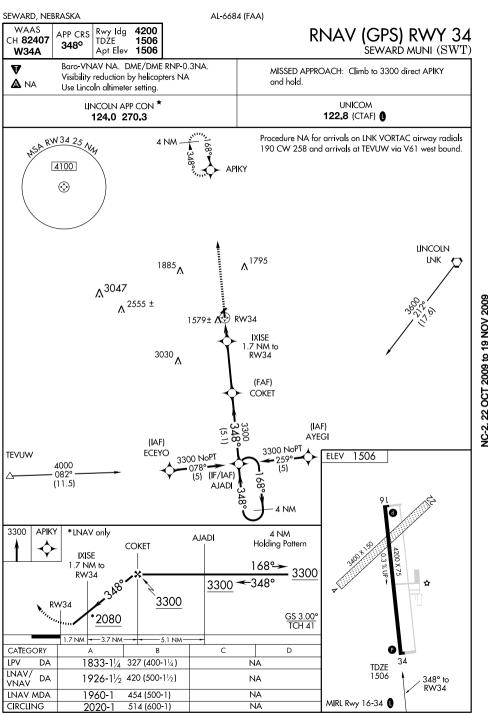










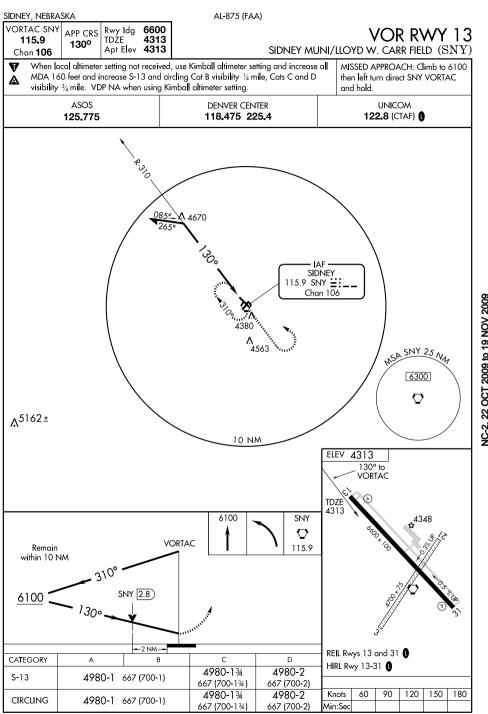


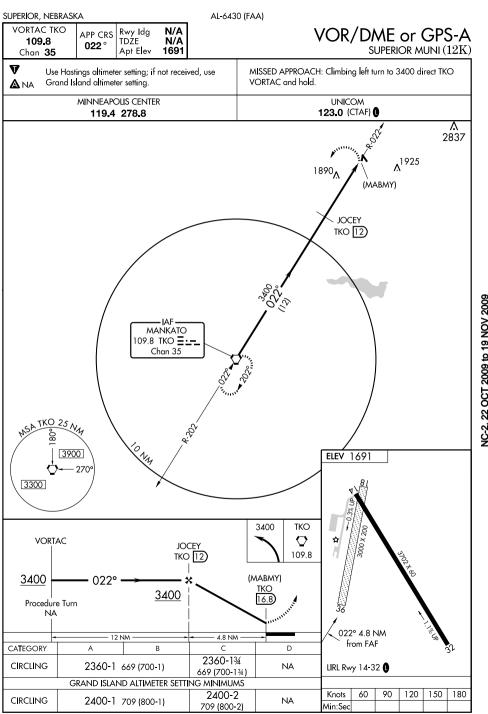
AL-875 (FAA) SIDNEY, NEBRASKA WAAS Rwy Ida 6600 RNAV (GPS) RWY 13 APP CRS CH 82303 TDŹE 4313 124° Apt Elev SIDNEY MUNI/LLOYD W. CARR FIELD (SNY) 4313 W13A When local altimeter setting not received, use Kimball altimeter setting and increase all DA/MDA 160 feet, and increase LPV all Cats visibility 3/4 mile, LNAV Cats C and D MISSED APPROACH: Climb to visibility ½ mile and circling Cats C and D visibility ¼ mile. VDP NA when using Kimball 6000 direct GIGDF and hold. altimeter setting. DME/DME RNP-0.3 NA. **ASOS** UNICOM **DENVER CENTER** 125,775 118.475 225.4 122.8 (CTAF) 0 (IAF) JĖNUK 6500 NoPT 172° | (9) (IF/IAF) **FEKAP** 4955 6500 NoPT 067° (9.9) 22 22 OCT 2009 to 19 NOV 2009 (IAF) APAYU 4569 ± 4539 ± (FAF) SAKAY SARW13 25 Ny RW13 6300 6500 to FEKAP \Diamond 304° (12.8) SIDNEY SNY 4380 **ELEV 4313** Procedure NA for arrivals at SNY VORTAC 124° to via V138 eastbound. RW13 **TDZE** 5 NM 4313 6000 GIGDE 7 NM **FEKAP** Holding Pattern SAKAY 6500 *LNAV only *1.4 NM to **RW13** RW13 GS 3.00° 6000 TCH 44 6.9 NM 3.7 NM 1.4 NM CATEGORY Α C D 4563-3/4 250 (300-3/4) LPV DA 4800-11/4 4800-11/2 LNAV MDA 4800-1 487 (500-1) 487 (500-11/4) 487 (500-11/2) REIL Rwys 13 and 31 (4800-11/2 4880-2 CIRCLING 4800-1 487 (500-1) HIRL Rwy 13-31 0 487 (500-11/2) 567 (600-2)

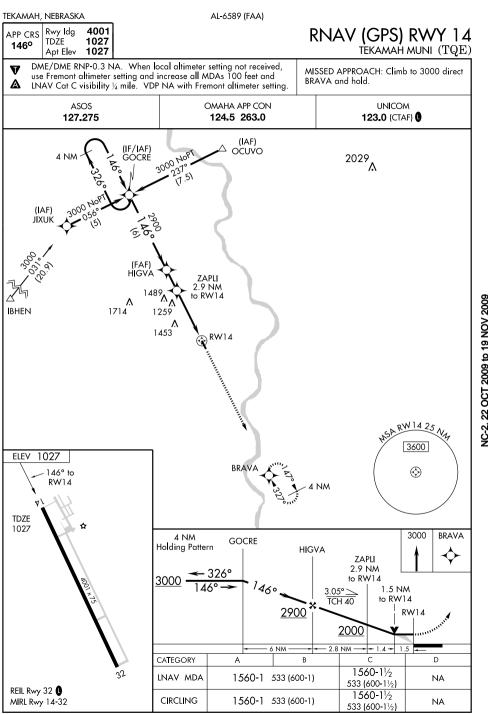
SIDNEY, NEBRASKA AL-875 (FAA) WAAS Rwy Ida 6600 RNAV (GPS) RWY 31 APP CRS CH 86303 TDŹE 4290 304° Apt Elev SIDNEY MUNI/LLOYD W. CARR FIELD (SNY) 4313 W31A When local altimeter setting not received, use Kimball altimeter setting and MISSED APPROACH: Climb to 6500 increase all DA/MDA 160 feet, increase LPV all Cats visibility 1/2 mile, LNAV Cats direct FEKAP and hold. C and D visibility ½ mile, circling Cats C and D ¼ mile. VDP NA when using Kimball altimeter setting. DME/DME RNP-0.3 NA. **ASOS** UNICOM DENVER CENTER 125.775 118.475 225.4 122.8 (CTAF) 0 FEKAP Yanananana 19 (IAF) **RW31** KESSE 4380 SNY NC-2, 22 OCT 2009 to 19 NOV 2009 6000 HOPT 4563 (FAF) IFLIP 6000 to GIGDE 123° (11.5) 4489± (IF/IAF) GIGDE NSA RW3125 NZ \^5004± **ELEV 4313** 6300 \Diamond (IAF) **₄**4348 6500 **FEKAP** 5 NM IFLIP GIGDE Holding Pattern *LNAV only *1.3 NM to 304° 6000 **RW31 TDZE** RW31 6000 GS 3.00° TCH 47 3.9 NM 6 NM CATEGORY Α В D 304° to RW31 LPV DA 4540-1 250 (300-1) 4740-11/2 4740-11/4 4740-1 450 (500-1) LNAV MDA 450 (500-11/4) 450 (500-11/2) REIL Rwys 13 and 31 4760-1 4780-1 4780-11/2 4880-2 HIRL Rwy 13-31 CIRCLING <u>447 (500-</u>1) 467 (500-1) 467 (500-11/2) 567 (600-2)

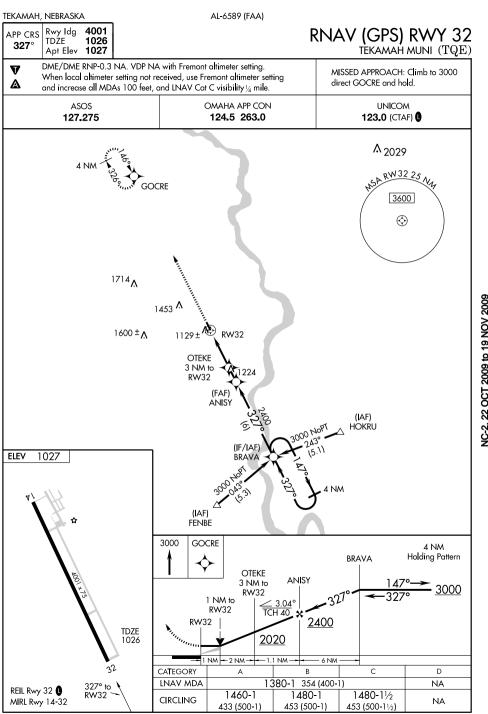
SIDNEY, NEBRASKA AL-875 (FAA) VORTAC SNY 6600 Rwy Ida VOR/DME or TACAN RWY 13 APP CRS 115.9 4313 TDŹE 130° SIDNEY MUNI/LLOYD W. CARR FIELD (SNY) Apt Elev 4313 Chan 106 MISSED APPROACH: Climb to 6200 then right turn direct SNY When local altimeter setting not received, use Kimball VORTAC and hold. (TACAN AIRCRAFT: Climb to 5000 then altimeter setting and increase all MDA 160 feet and S-13 climbing left turn to 6000 via heading 065 and SNY R-078 to Cats C and D visibility 1/2 mile, circling Cats C and D RIYOP/11 DME and hold East, right turn, 258° inbound.) visibility 1/4 mile. VDP NA when using Kimball altimeter setting ASOS DENVER CENTER UNICOM 122.8 (CTAF) 1 125.775 118.475 225.4 (IF) JUNAD SNY [11] 5800 (6) 6200 310° (5) (IAF) SIDNEY CHAKO 115.9 SNY **∷** JIKUT SNY 5 (IAF) SNY 0.8 Chan 106 RIYOP 4399± 700 A 4380 SNY [11] NC-2, 22 OCT 2009 to 19 NOV 2009 R-078 NSA SNY 25 NA 6300 ∆⁵¹³⁵± 4313 (IAF) OĞJÚN 130° 4.2 NM SNY [11] from FAF **TDZE** 4348 6200 SNY CHAKO Remain \Diamond SNY 5 within 10 NM 115.9 SNY 1.9) VORTAC 3.25°≥ 6200 TCH 44 130° JIKUT SNY 0.8 5800 VGSI and descent angles not coincident 3.1 NM -1.1 NM REIL Rwys 13 and 31 🗓 CATEGORY C D В HIRL Rwy 13-31 4700-11/4 S-13 4700-1 387 (400-1) 387 (400-11/4) 4760-1 4780-1 Knots 120 150 180 4780-11/2 4880-2 CIRCLING 467 (500-1) 447 (500-1) 467 (500-11/2) 567 (600-2) Min:Sec

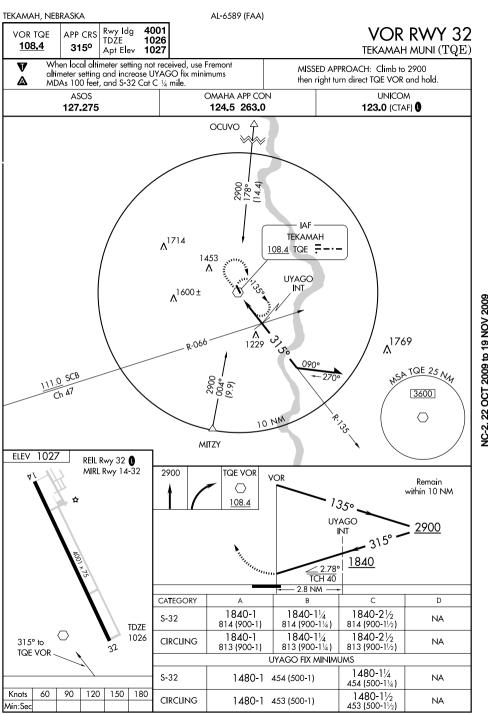
SIDNEY, NEBRASKA AL-875 (FAA) VORTAC SNY 6600 Rwy Ida VOR/DME or TACAN RWY 31 APP CRS 115.9 4290 TDŹE 293° SIDNEY MUNI/LLOYD W. CARR FIELD (SNY) Apt Elev 4313 Chan **106** When local altimeter setting not received, use Kimball MISSED APPROACH: Climb to 6100 then right turn direct SNY altimeter setting and increase all MDA 160 feet and VORTAC and hold. (TACAN AIRCRAFT: Climbing right turn to 7000 Δ increase S-31 Cat C and D visibility 1/2 mile. VDP NA via SNY R-322 to JENUK/20 DME and hold Northwest, right turn, when using Kimball altimeter setting. 142° inbound.) **ASOS** DENVER CENTER **UNICOM** 122.8 (CTAF) 0 125,775 118.475 225.4 NSA SNY 25 MZ (IAF) 6300 1011 UTUCA SNY [10) \Diamond 6100 022° (10) OMAGE SIDNEY SNY (0.3) NC-2, 22 OCT 2009 to 19 NOV 2009 115.9 SNY **∷** Chan 106 (IAF) 4380 **JEAPE** NY 3 4563 5900 113° (3) 5300 to Jeape 293° (7) ^5162± (IAF) (IF) WUBNO **CODRO** SNY [10) SNY 10 6100 NoPT SNY (10) Arc **ELEV 4313** 6100 SNY VGSI and descent angles not coincident. \Diamond 4348 **JEAPE** Remain 115.9 SNY 3 within 10 NM **TDZE VORTAC** SNY [1.4] 4290 5900 OMAGE SNY 0.3 TCH 47 293° to -1.1 NM → -- 1.6 NM -REIL Rwys 13 and 31 VORTAC CATEGORY C D Α HIRL Rwy 13-31 4680-11/4 S-31 4680-1 390 (400-1) 390 (400-11/4) 90 120 150 180 4760-1 4780-1 Knots 4780-11/2 4880-2 CIRCLING <u>467 (500-</u>1) Min:Sec 447 (500-1) 467 (500-11/2) 567 (600-2)

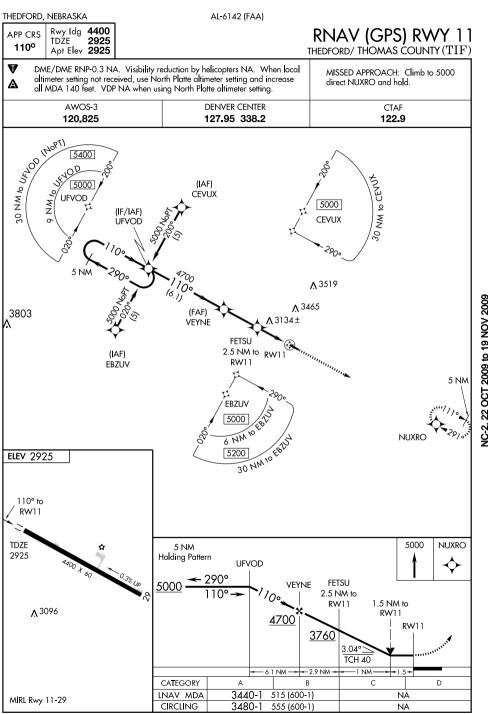


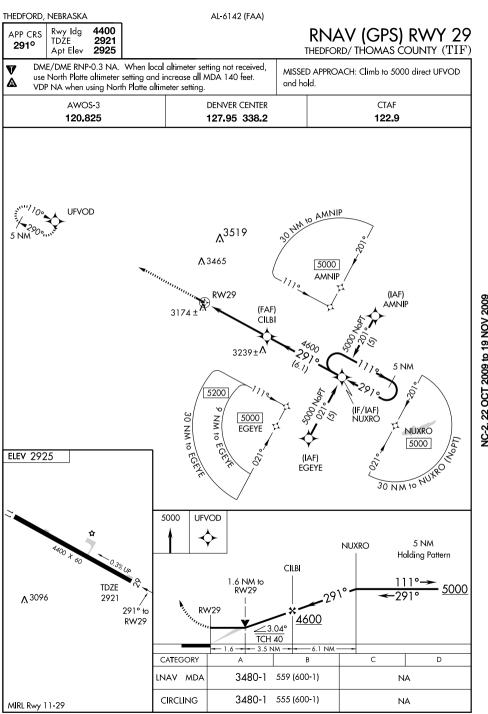


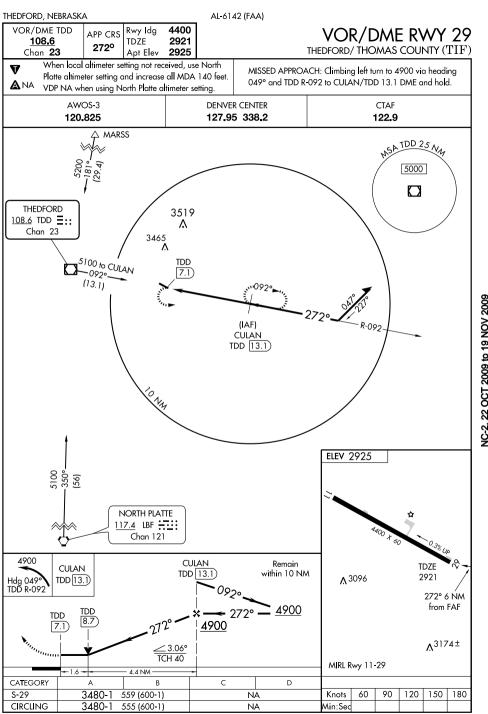


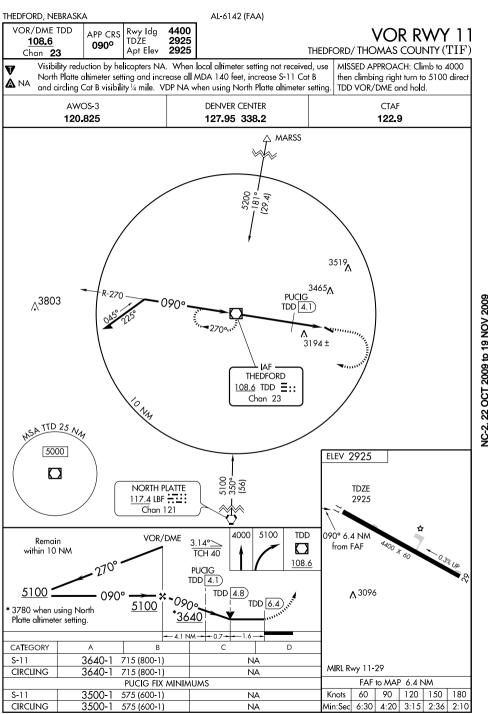


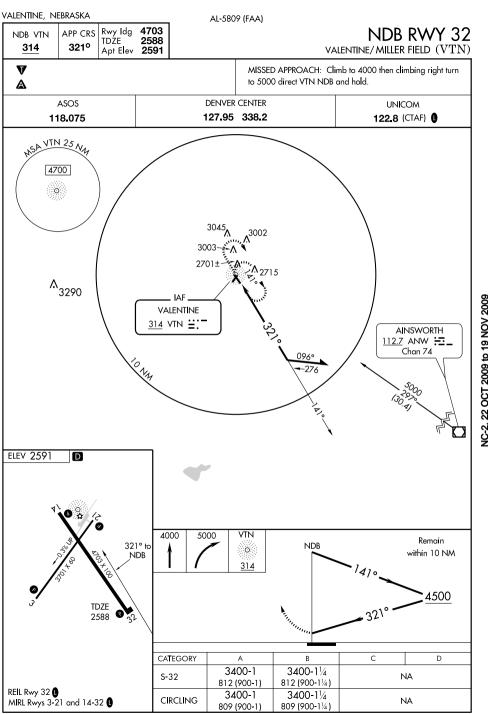


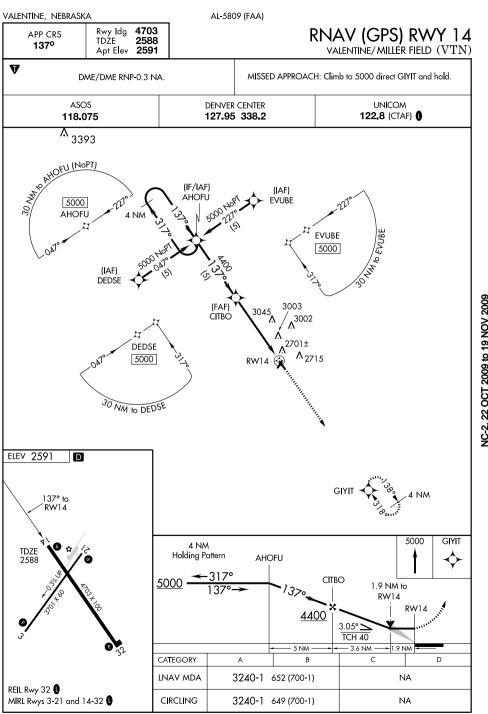


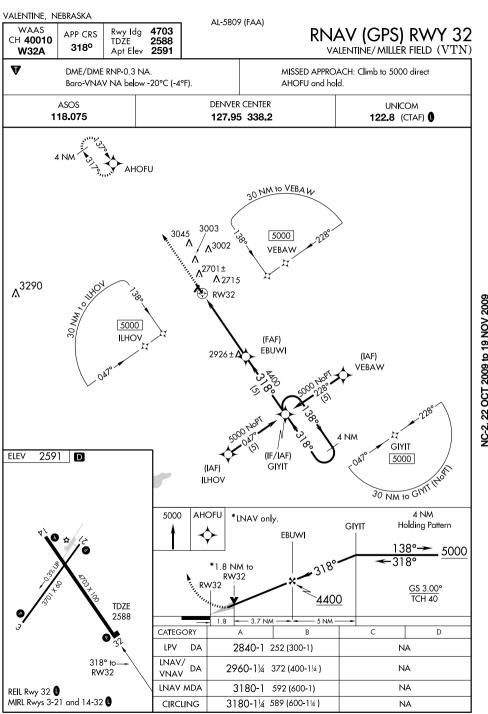


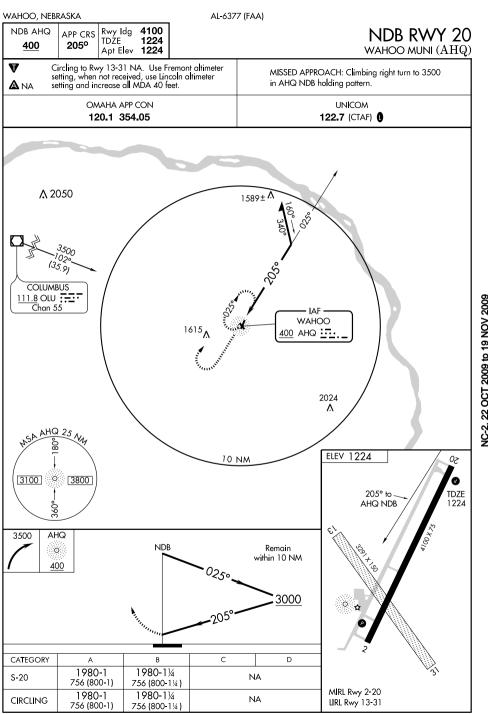


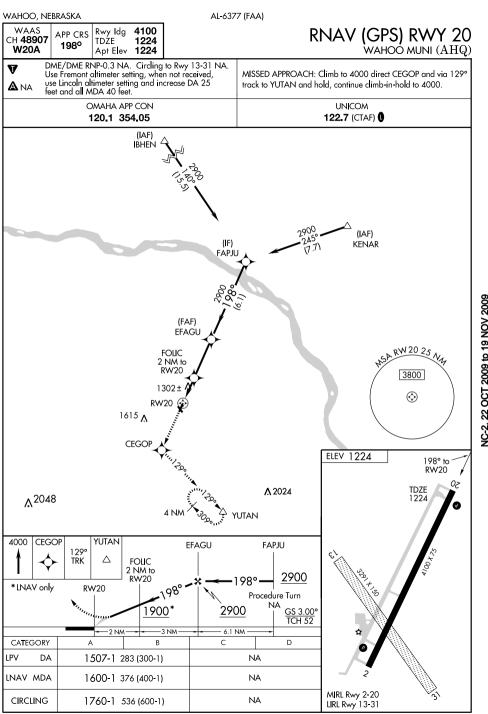


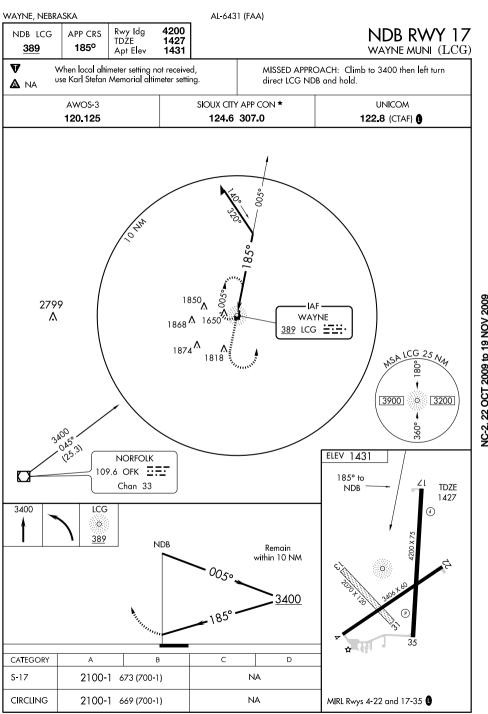


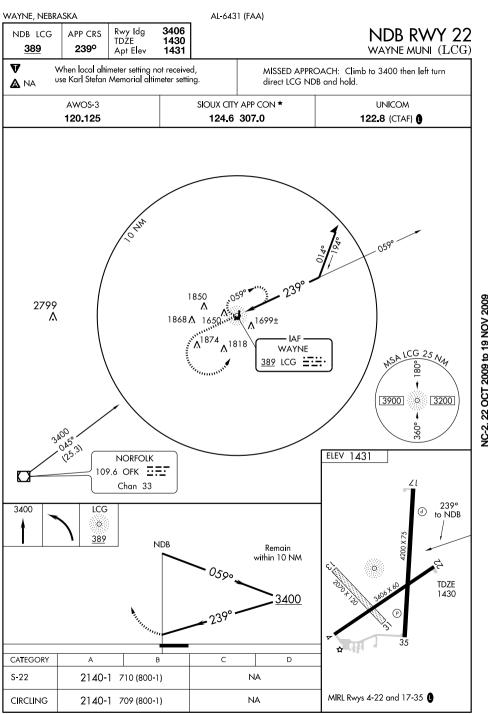


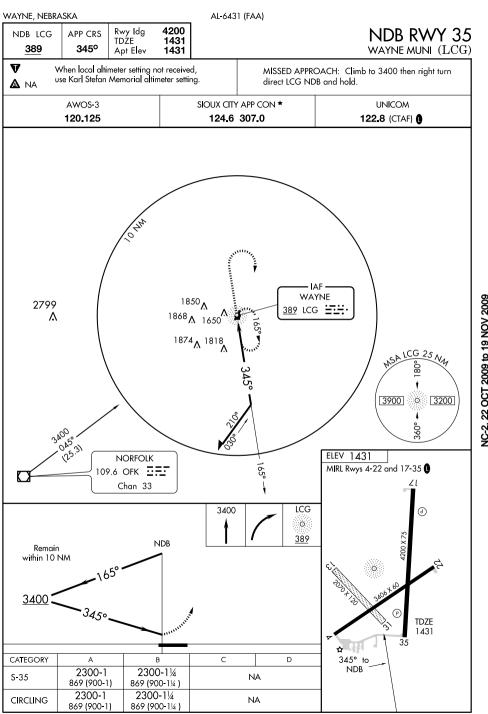


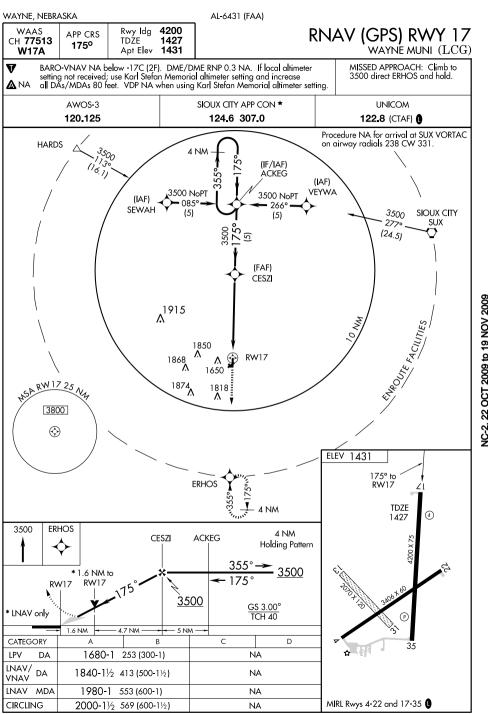


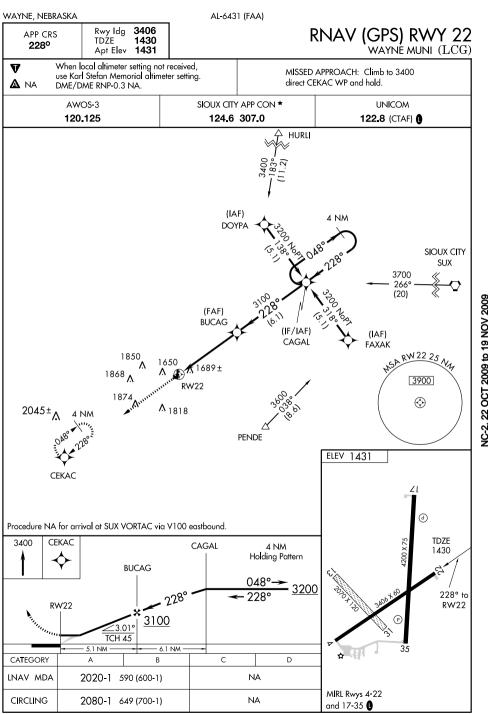


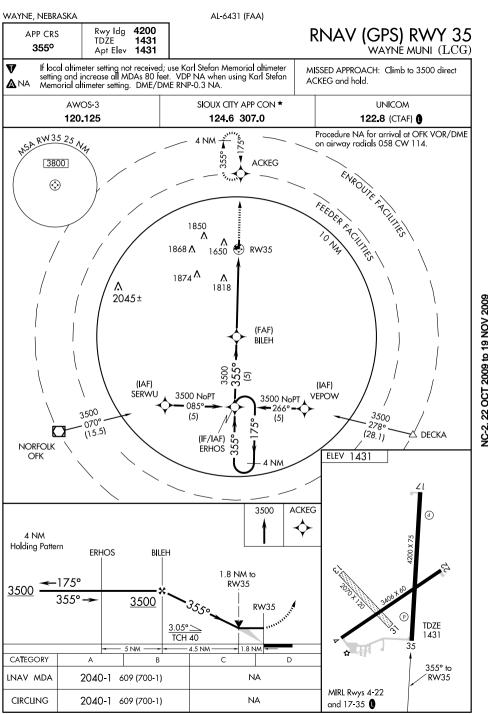


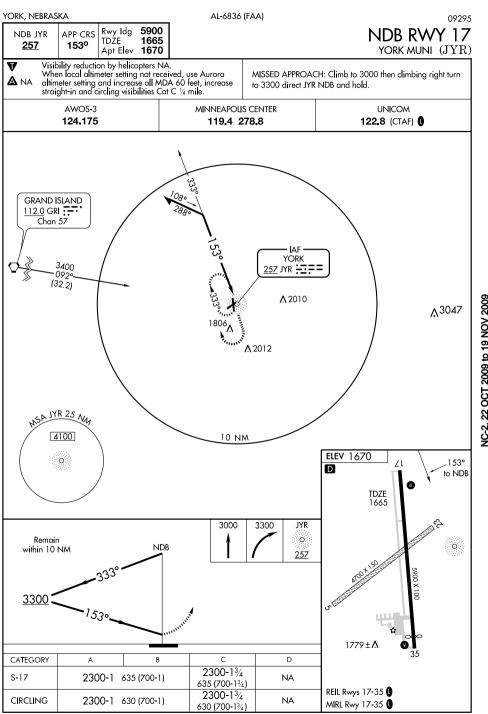


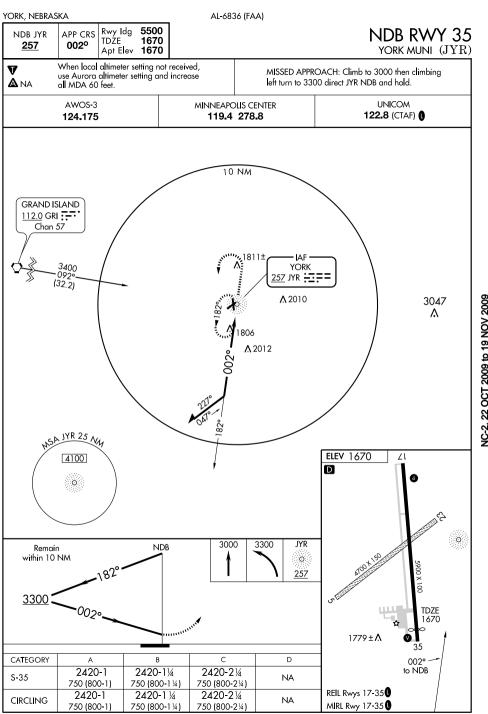


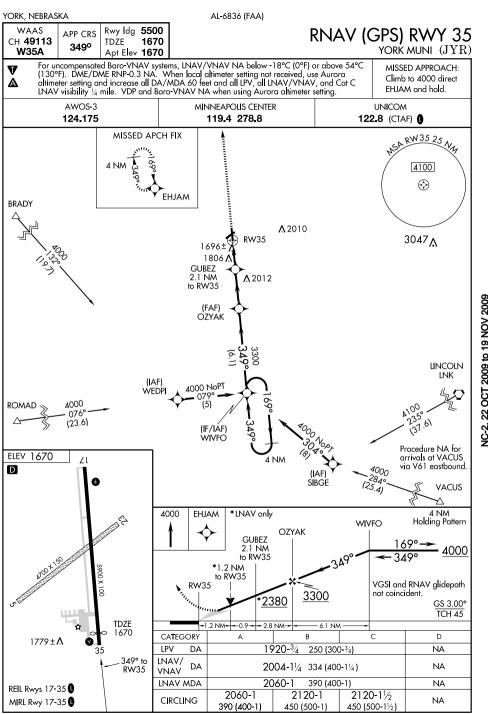












22 OCT 2009 to 19 NOV 2009

ALTERNATE MINS



RNAV (GPS) Rwy 31¹ VOR Rwy 31²

¹NA when local weather not available. ²Category A,B, 900-2; Category C, 900-2¹/₄.

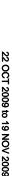
INSTRUMENT APPROACH PROCEDURE CHARTS



IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME	ALTERNATE MINIMUMS	NAME ALTERNATE MINIMUMS
ABERDEEN,SD		BISMARCK, ND
ABERDEEN RGNL .	RNAV (GPS) Rwy 13	BISMARCK MUNI ILS Rwy 1312
	RNAV (GPS) Rwy 31	ILS Rwy 31 ¹²
	RNAV (GPS) Rwy 35 VOR Rwy 31	RADAR-1 ³ 1ILS, Category D, 800-2½; Category E, 900-3.
	VOR/DME Rwy 13	LOC. NA.
NA when local weat		² NA when control tower not in operation.
		³ NA when control tower closed.
ALBERT LEA, MN	D1111/(DD0) D //	DD 4 IVEDD 44V
	RNAV (GPS) Rwy 16	BRAINERD, MN BRAINERD LAKES RGNL ILS or LOC Rwy 23
NA WHEII local weat	nei noi avallable.	RNAV (GPS) Rwy 12
ALEXANDRIA, MN		RNAV (GPS) Rwy 23
	RNAV (GPS) Rwy 31	RNAV (GPS) Rwy 30
NA when local weat	her not available.	RNAV (GPS) Rwy 34
AUSTIN, MN		NA when local weather not available.
	RNAV (GPS) Rwy 17	BROOKINGS SD
7.001	RNAV (GPS) Rwy 35	BROOKINGS RGNL RNAV (GPS) Rwy 12
	VOR/DME-A	RNAV (GPS) Rwy 30
NA when local weath	her not available.	NA when local weather not available.
BAUDETTE, MN		CANBY, MN
	RNAV (GPS) Rwy 301	MYERS FIELD RNAV (GPS) Rwy 12
	VOR/DME Rwy 12 ²	RNAV (GPS) Rwy 30
4814	VOR Rwy 30 ²	NA when local weather not available.
¹ NA when local wear	tner not available. ¼; Category D, 800-2½.	CLOQUET, MN
Category C, 000-2	74, Category D, 000-272.	CLOQUET CARLTON
BEMIDJI, MN		COUNTY RNAV (GPS) Rwy 35
BEMIDJI RGNL	RNAV (GPS) Rwy 13	NA when local weather not available.
NIA I I I I I I I I I I I I I I I I I I	RNAV (GPS) Rwy 31	OCCIV MAN
NA when local weat	ner not available.	COOK, MN COOK MUNIRNAV (GPS) Rwy 31
BENSON, MN		NA when local weather not available.
	RNAV (GPS) Rwy 14	
		CROOKSTON, MN
NA when local weather not available.		CROOKSTON MUNI-
		KIRKWOOD FIELD RNAV (GPS) Rwy 131





ALTERNATE MINS

NAME	ALTERNATE MINIMUMS
DETROIT LAKES, N	1N
DETROIT LAKES-	
WETHING FIELD	RNAV (GPS) Rwy 13
	RNAV (GPS) Rwy 31
NA when local weath	ner not available.
Category D, 800-21/4	
DEVILS LAKE, ND	

DEV	IL5	LAKI	=, NV
DEV	/II C		DON

DEVILS LAKE RGNL RNAV (GPS) Rwy 3 RNAV (GPS) Rwy 13 RNAV (GPS) Rwy 31 VOR Rwy 31 VOR Rwv 21²

NA when local weather not available.

¹Categories A,B, 900-2; Category C, 900-21/2; Category D, 900-23/4.

²Category C, 800-21/4, Category D, 800-21/2.

DICKINSON, ND

DICKINSON-THEODORE ROOSEVELT RGNL RNAV (GPS) Rwy 14 RNAV (GPS) Rwy 32 VOR-A

NA when local weather not available

DODGE CENTER, MN

DODGE CENTER RNAV (GPS) Rwy 16 RNAV (GPS) Rwy 34 VOR-A

NA when local weather not available.

DULUTH, MN

DULUTH INTL COPTER ILS Rwy 9 **COPTER ILS Rwy 27** ILS Rwy 9

LOC, NA.

EVELETH, MN

EVELETH-VIRGINIA MUNI VOR/DME or GPS-A Category C, 800-21/4; Category D,800-21/2.

FAIRMONT, MN

FAIRMONT MUNI RNAV (GPS) Rwy 13 RNAV (GPS) Rwy 31 VOR Rwy 13 VOR Rwy 31

NA when local weather not available.

NAME ALTERNATE MINIMUMS FARGO.ND

HECTOR INTLILS or LOC Rwv 181

ILS or LOC Rwv 361 RNAV (GPS) Rwy 182 RNAV (GPS) Rwy 362

VOR/DME or TACAN Rwy 182 VOR or TACAN Rwv 363

¹ILS. Category E. 700-2¼, LOC, Category E. 800-21/4.

²Category E, 800-21/4.

³Category D, 800-21/4, Category E, 800-21/2.

FERGUS FALLS, MN

FERGUS FALLS MUNI-EINAR MICKELSON FIELD ILS or LOC Rwy 311 NDB Rwy 31² RNAV (GPS) Rwy 312 RNAV (GPS) Rwv 35

NA when local weather not available.

¹ILS, Category D, 700-21/4. LOC, Category D, 800-21/4.

²Category D, 800-21/4.

GLENCOE, MN

GLENCOE MUNI RNAV (GPS) Rwy 31 NA when local weather not available.

GRAND FORKS, ND

GRAND FORKS INTL ... ILS or LOC Rwy 35L12 LOC BC Rwy 17R1 RNAV (GPS) Rwy 9L3 RNAV (GPS) Rwy 17R3 RNAV (GPS) Rwy 27R3 RNAV (GPS) Rwy 35L3

¹NA when control tower closed.

2ILS, Category E. 700-21/2, LOC, Category E.

3NA when local weather not available.

GRAND MARAIS. MN

GRAND MARAIS/

COOK COUNTY RNAV (GPS) Rwy 27

NA when local weather not available.

GRAND RAPIDS, MN

GRAND RAPIDS/ITASCA CO-

GORDON NEWSTROM RNAV (GPS) Rwy 16 RNAV (GPS) Rwy 34

VOR Rwy 34

VOR Rwy 17R3

VOR Rwy 35L3

NA when local weather not available

NAME

09295

NAME





ALTERNATE MINIMUMS

HIBBING, MN CHISHOLM-

HIBBING ILS OR LOC/DME Rwy 131

VOR Rwv 13² ¹ILS,Categories A,B,C,D, 800-2.

²Categories A,B, 900-2; Category C, 900-21/2; Category D, 900-234; ILS, 700-2.

HURON.SD

LOC/DME BC Rwy 3023

HURON RGNL.....ILS or LOC Rwy 1212

800-21/4.

¹ILS, Category D, 700-21/4. LOC, Category D,

RNAV (GPS) Rwv 3023 VOR Rwy 1223

RNAV (GPS) Rwy 1223

²NA when local weather not available.

3Category D. 800-21/4. INTERNATIONAL FALLS, MN

FALLS INTL COPTER ILS or LOC Rwy 311 ILS or LOC/DME Rwy 13,700-22 ILS or LOC Rwv 312

RNAV (GPS) Rwy 132 RNAV (GPS) Rwy 312 VOR Rwy 1323 VOR/DME Rwy 31²

¹LOC, NA: ILS, NA when local weather not available ²NA when local weather not available.

3Category D, 800-21/4.

JACKSON, MN JACKSON MUNI RNAV (GPS) Rwy 13

RNAV (GPS) Rwy 31 NDB Rwy 13

NA when local weather not available. JAMESTOWN, ND

JAMESTOWN RGNL RNAV (GPS) Rwy 4 RNAV (GPS) Rwy 13 RNAV (GPS) Rwy 22 RNAV (GPS) Rwy 31

VOR Rwy 31 NA when local weather not available. MANKATO, MN

MANKATORGNL RNAV (GPS) Rwv 15

RNAV (GPS) Rwy 33 VOR Rwy 15

VOR Rwy 33 NA when local weather not available.

MAPLE LAKE, MN MAPLE LAKE MUNI VOR-A

NA when local weather not available.

ANOKA COUNTY-BLAINE ARPT

FLYING

(JANES FIELD) ILS or LOC/DME Rwv 27

NA when local weather not available.

NA when local weather not available.

¹NA when control tower closed.

MINNEAPOLIS-ST. PAUL INTL/

²NA when local weather not available.

3Category C, 800-21/4; Category D, 800-21/2.

WOLD CHAMBERLAINILS Rwy 41

¹ILS, Category D, 700-2; Category E, 900-3.

²ILS, Categories A, B, C, D, 700-2; Category

MINOT INTLILS or LOC Rwy 3112

E, 900-3. LOC, Category E, 900-3.

NA when local weather not available.

LOC, Category E, 900-3.

3Category E, 900-3.

MINOT, ND

4Category D, 800-21/4.

¹NA when tower closed.

CRYSTAL RNAV (GPS) Rwy 14L

CLOUD COPTER ILS or LOC Rwy 10R1

MINNEAPOLIS. MN

NA when local weather not available.

RNAV (GPS) Rwy 9

RNAV (GPS) Rwy 18

RNAV (GPS) Rwy 27

RNAV (GPS) Rwy 10L2

RNAV (GPS) Rwy 28R²

ILS or LOC Rwy 12L1 ILS or LOC Rwy 12R1

ILS or LOC Rwy 30L1

ILS or LOC Rwv 30R1

RNAV (GPS) Rwv 12L3

RNAV (GPS) Rwy 12R3

RNAV (GPS) Rwy 223

RNAV (GPS) Rwy 30L3

RNAV (GPS) Rwy 30R3

RNAV (GPS) Z Rwv 354

LOC/DME BC Rwy 131

RNAV (GPS) Rwy 13

RNAV (GPS) Rwy 31

ILS or LOC Rwy 352

LOC Rwy 43

LOC Rwy 223 RNAV (GPS) Rwy 43

VOR Rwy 363

VOR Rwv 9 VOR/DME Rwv 27

ALTERNATE MINIMUMS

VOR Rwv 12

RYAN FLD RNAV (GPS) Rwy 12

SOUTHWEST MINNESOTA RGNL MARSHALL/

MARSHALL, MN

Category D, 800-21/4.

NA when local weather not available.





9	ALILKNAIL WIINS	
	NAME ALTERNATE MINIMUMS MITCHELL, SD MITCHELL MUNIRNAV (GPS) Rwy 12 RNAV (GPS) Rwy 30	NAME ALTERNATE MINIMUMS ROCHESTER, MN ROCHESTER INTL
	VOR Rwy 12	COPTER ILS or LOC Rwy 31
	VOR Rwy 30 ¹	NA when control tower closed.
	NA when local weather not available. Categories A,B, 1000-2; Categories C,D,	ROSEAU, MN
	1000-3.	ROSEAU MUNI/ RUDY BILLBERG FIELD RNAV (GPS) Rwy 16
	MOBRIDGE, SD	RNAV (GPS) Rwy 10
	MOBRIDGE MUNIRNAV (GPS) Rwy 121 RNAV (GPS) Rwy 302	NA when local weather not available.
	NA when local weather not available	ST. CLOUD, MN
	¹ Category D, 900-2¾.	ST. CLOUD RGNL ILS or LOC/DME Rwy 13123
	² Category C, 800-2¼; Category D, 900-2¾.	RNAV (GPS) Rwy 5 ¹ RNAV (GPS) Rwy 13 ¹
	MORRIS, MN	RNAV (GPS) Rwy 231
	MORRIS MUNI-CHARLIE SCHMIDT FLD RNAV (GPS) Rwy 14	RNAV (GPS) Rwy 31 ¹ VOR/DME Rwy 13 ¹²
	RNAV (GPS) Rwy 32	VOR Rwy 31 ¹²
	NA when local weather not available.	¹ NA when local weather not available.
	PINE RIDGE, SD	² NA when control tower closed. ³ ILS,Categories, A, B, C, D, 700-2.
	PINE RIDGE RNAV (GPS) Rwy 30	
	NA when local weather not available. Categories A,B, 900-2.	ST. PAUL, MN ST. PAUL DOWNTOWN HOLMAN
	Categories A,B, 900-2.	FIELD COPTER ILS or LOC Rwy 321
	PIPESTONE, MN	ILS or LOC Rwy 14 ¹²
	PIPESTONE MUNI NDB Rwy 36 RNAV (GPS) Rwy 18	ILS or LOC Rwy 32 ¹² RNAV (GPS) Rwy 14 ²
	RNAV (GPS) Rwy 36	RNAV (GPS) Rwy 323
	NA when local weather not available.	NA when control tower closed. ² Categories A,B, 900-2; Category C,900-2½;
	PRESTON, MN	Category D, 900-234.
	FILLMORE COUNTY RNAV (GPS) Rwy 29	³ Categories A,B,C, 900-2½; Category D,
	NA when local weather not available.	900-2¾.
	RAPID CITY, SD	SIOUX FALLS, SD
	RAPID CITY RGNLILS or LOC Rwy 321	JOE FOSS FIELDILS Rwy 3 ¹²
	RNAV (GPS) Rwy 142 RNAV (GPS) Rwy 32	ILS Rwy 21 ¹ RADAR-1 ³
	VOR or TACAN Rwy 14 ²	VOR or TACAN Rwy 15⁴
	VOR or TACAN Rwy 32 ² NA when local weather not available.	VOR/DME or TACAN Rwy 33 ³ 1NA when control tower closed.
	¹ ILS, Category D, 700-2; Category E, 700-2 ¹ / ₄ .	² LOC, NA.
	LOC, Category E, 800-21/4.	³ Category E, 800-2 ³ / ₄ .
	² Category E, 800-2¼.	⁴ Category E, 900-3.
	REDWOOD FALLS, MN REDWOOD FALLS	SOUTH ST. PAUL, MN SOUTH ST. PAUL MUNI-RICHARD E
	TED TOOD I ALLO	CCCC / NOL MOIN MOIN MED L

MUNIRNAV (GPS) Rwy 30 FLEMING FIELDRNAV (GPS) Rwy 34 VOR-A

Category D, 800-21/4.

NA when local weather not available.





95			_
NAME	ALTERNATE MINIMUMS	NAME	ALTERNATE MINIMUMS
THIEF RIVER FALLS, MN		WILLMAR, MN	
THIEF RIVER		WILLMAR MUNI-J	IOHN
FALLS RGNL .	RNAV (GPS) Rwy 13	L RICE FIELD	RNAV (GPS) Rwy 13
	RNAV (GPS) Rwy 31		RNAV (GPS) Rwy 31
	VOR Rwy 13		VOR Rwy 13
NA when loca	I weather not available.	NIAl I I	VOR Rwy 31¹
VERMILLION,	SD.	NA when local weather not available. Category D, 800-2¼.	
HAROLD DAV		Category D, 600	J-274.
	RNAV (GPS) Rwv 30	WINNER, SD	
	I weather not available.	,	RNAV (GPS) Rwy 13
			RNAV (GPS) Rwy 31
WARROAD, N			VOR-A
WARROAD INTL		NA when local weather not available.	
MEMORIAL	RNAV (GPS) Rwy 13		
	RNAV (GPS) Rwy 31	WORTHINGTON	, MN
NA when loca	I weather not available.	WORTHINGTON	VOD ODC D 44
WASECA, MN	1		VOR or GPS Rwy 11
	II RNAV (GPS) Rwy 15	Category D, 800	-2/4.
	I weather not available.	YANKTON, SD	
TWY WHOTH TOOK	Woding Not available.	,	MUNI RNAV (GPS) Rwy 131
WATERTOWN	I, SD		VOR Rwy 131
WATERTOWN	RGNL LOC/DME BC Rwy 17		VOR Rwy 31 ²
	NDB Rwy 35	¹ NA when local w	eather not available.
	RNAV (GPS) Rwy 12	² Category D, 800)-2¼.
	RNAV (GPS) Rwy 17		
	RNAV (GPS) Rwy 30		

WILLISTON, ND

SLOULIN FIELD INTL.....VOR or GPS Rwy 11 Category D, 800-21/4.

NA when local weather not available.

RNAV (GPS) Rwy 35 VOR or TACAN Rwy 17

RADAR INSTRUMENT APPROACH MINIMUMS

BISMA	RCK, ND			Amdt. 3A, Γ	DEC 13,	, 2002 (FAA)			ELE\	/ 1661
BISMAI	RCK MUNI									
RADAR -	126.3 298.9	$\nabla \Lambda$								
		. —			HAT/				HAT/	
				DA/	HATh	1/		DA/	HATh/	
	RWY GS/TCI	H/RPI	CAT	MDA-VIS	HAA	CEIL-VIS	CAT	MDA-VIS	HAA	CEIL-VIS
ASR	13		AB	2100 -1	445	(500-1)	С	2100 -11/4	445	(500-11/4)
			D	2100 -1½	445	(500-1½)				
	31		AB	2100 /24	455	(500-1/2)	С	2100 /40	455	(500-3/4)
			D	2100 /50	455	(500-1)				•
ii	21		AB	2120 -1	459	(500-1)	С	2120 -11/4	459	(500-11/4)
			D	2120 -1½	459	(500-1½)				•
	3		AB	2120 -1	459	(500-1)	С	2120 -11/4	459	(500-11/4)
			D	2120 -1½	459	(500-1½)				
CIRCLIN	G		Α	2180 -1	519	(600-1)	В	2220 -1	539	(600-1)
İ			С	2220 -1½	559	(600-1½)	D	2240 -2	579	(600-2)
h					_					

Amdt. 20, OCT 7, 1999 (FAA)

HAT/

RWY GS/TCH/RPI CAT MDA-VIS HAA CEIL-VIS CAT MDA-VIS HAA

400

439

439

440

HATh/

(400-1)

 $(400-1\frac{1}{2})$

 $(500-\frac{1}{2})$

(500-1)

(500-1)

Inoperative table does not apply to MALS Rwy 13.

DULUTH, MN

DULUTH INTL RADAR - 125.45 255.9

27

21

ASR

	DE	1860 -1½	440
9	AB	1880 /24	452
	DE	1880 /50	452
CIRCLING	AB	1920 -1	492
	DE	1000 0	EEO

1820-1½ 400

1860/24

1860/50

1860-1

DA/

ABC 1820-1

Е

AB

DE

AB

(500-1)(500-1)(600-2)552

 $(500-1\frac{1}{2})$ $(500-\frac{1}{2})$ С С

С

1880/40 **1920**-1½ 492

DA/

1820-11/4

1860/40

1860-1¼ 440 452 $(500-1\frac{1}{2})$

HAT/

400

439

HATh/

ELEV 1428

 $(400-1\frac{1}{4})$ $(500-\frac{3}{4})$ $(500-1\frac{1}{4})$ $(500-\frac{3}{4})$

CEIL-VIS

Category E circling NA southeast of Rwys 3 and 27.

RADAR INSTRUMENT APPROACH MINIMUMS

ELLSWORTH AFB (KRCA) (Rapid City), SD (Amdt 1, 08045 USAF)

ELEV 3276

ELEV 1942

HAT/

RADAR - (E) 119.5 259.11

ASR	<u>RWY</u> 13 ²	GS/TCH/RPI	CAT AB C	DH/ MDA-VIS 3820/40 3820/50	HATh/ HAA 544 544	CEIL-VIS (600-¾) (600-1)
			D E	3820 /60 3820 -1½	544 544	(600-1½) (600-1½)
	31 ²		AB C D E	3820/40 3820/60 3820-1½ 3820-1¾	628 628 628 628	(600-¾) (600-1¼) (600-1½) (600-1¾)
CIR	All Rwy³		A B C D E	3860-1¼ 3880-1¼ 3880-1¾ 3880-2 4040-2¾	584 604 604 604 764	(600-1½) (700-1½) (700-1¾) (700-2) (800-2¾)

¹Opr 1300-0730Z++ Mon-Thu, 1300-0500Z++ Fri. 1400-0500Z++ Sat, Sun and hol. ²When ALS inop, increase CAT AB RVR to 60 and vis to 1¼, increase CAT CDE vis ½ mile. ³CAT E circling restricted to 28th BW aircraft only; 28th BW aircraft will remain within class D airspace.

Amdt. 4. NOV 09. 1995 (FAA)

MINITUR	-/14 IAI	CITI									
RADAR -	126.3	298.9	A NA								
						HAT/				HAT/	
					DA/	HAT	n/		DA/	HAT/	
	RWY	GS/TC	H/RPI	CAT	MDA-VIS	HAA	CEIL-VIS	CAT	MDA-VIS	HAA	CEIL-VIS
ASR	31			AB	2360 -1	418	(500-1)	CD	2360-11/4	418	(500-11/4)
	13			AB	2460 -1	520	(600-1)	С	2460 -1½	520	(600-1½)
				D	2460 -13/4	520	$(600-1\frac{3}{4})$				
CIRCLIN	IG			Α	2460 -1	518	(600-1)	В	2500 -1	558	(600-1)
				С	2500 -1½	558	(600-11/2)	D	2500 -2	558	(600-2)

Use Bismarck altimeter setting.

MANDAN, ND

MANDAN MINI

When Bismarck control tower closed, ASR NA.

RADAR INSTRUMENT APPROACH MINIMUMS

ROCHESTER, MN ROCHESTER INTL RADAR - 119.8 251.125 \(\nabla\)

SIOUX FALLS, SD

Amdt. 8, JAN 15, 2009 (FAA)

ELEV 1317

ELEV 1429

HAT/

			DA/	HAT	n/		DA/	HAT	n/
	RWY	GS/TCH/RPICAT	MDA-VIS	HAA	CEIL-VIS	CAT	MDA-VIS	HAA	CEIL-VIS
ASR	2	ABC	1680 -1	363	(400-1)	D	1680 -1¼	363	$(400-1\frac{1}{4})$
	13	ABC	1640 /24	360	(400-1/2)	D	1640 /50	360	(400-1)
	20	ABC	1660 -1	356	(400-1)	D	1660 -1¼	356	(400-11/4)
	31	ABC	1660 /24	356	(400-1/2)	D	1660 /50	356	(400-1)
CIRCLIN	١G	Α	1720 -1	403	(500-1)	В	1780 -1	463	(500-1)
		С	1780 -1½	463	(500-11/2)	D	1880 -2	563	(600-2)

HAT/

When control tower closed, procedure NA. For inoperative MALSR, increase S-13 and S-31 Cat D visibility to RVR 6000. Visibility reduction by helicopters NA Rwy 2-20.

JOE FOSS FIELD

RADAR - 125.8 353.6

→ A

HAT/
DA/
HATh/
DA/
HATh/
RWY GS/TCH/RPI CAT MDA-VIS HAA CEIL-VIS CAT MDA-VIS HAA CEIL-

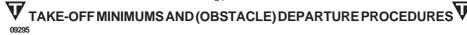
Amdt. 10A, OCT 3,2003 (FAA)

	DWV	GS/TCH/RPI	CAT		ПАІ		CAT		HAII	
	IK VV Y	GS/TCH/RPI	CAI	MIDA-A12	пАА	CEIL-VIS	CAI	MIDA-A12	паа	CEIL-VIS
ASR	3			1940 /24 1940 /60		(600-½) (600-1¼)	С	1940 /50	517	(600-1)
	33					(500-1) (500-1½)				
	21					(600-½) (600-1½)				'
	15					(600-1) (600-1¾)		1960-1½ 1960-2	534 534	(600-1½) (600-2)
CIRCLIN	1G			1960 -1 2040 -2		(600-1) (700-2)		1960-1½ 2300-3	531 871	(600-1½) (900-3)

When control tower closed, procedure not authorized.

Category E S-3 visibility increased 1% mile for inoperative MALSR.

Category E S-21 visibility increased to 2 miles for inoperative MALSR.



INSTRUMENT APPROACH PROCEDURE CHARTS

FR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude, and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME

TAKE-OFF MINIMUMS

ABERDEEN.SD

ABERDEEN RGNL (ABR)

65' AGL/1360' MSL.

ORIG 09239 (FAA)
NOTE: Rwy 17, trees 1138' from DER, 432' right of
centerline, 41' AGL/1336' MSL. Rwy 31, multiple trees
beginning 1391' from DER. 326' left of centerline. up to

AITKIN. MN

AITKIN MUNI-STEVE KURTZ FIELD (AIT) AMDT 2 96172 (FAA)

TAKE-OFF MINIMUMS: Rwys 8, 26, 300-1. Rwy16, 300-1 or std. with a min climb of 400' per NM to 1500. DEPARTURE PROCEDURE: Rwys 16, 26, climb runway heading to 1700 before turning.

ALBERT LEA. MN

ALBERT LEA MUNI (AEL)

ORIG 85241 (FAA)

DEPARTURE PROCEDURE: Rwys 16, 22, climb runway heading to 1800 before turning on course.

ALEXANDRIA, MN

CHANDLER FIELD (AXN)

DEPARTURE PROCEDURÉ: Rwys 4, 13, 22, when weather is below 200-1, climb runway heading to 1800 before turning.

NAME

TAKE-OFF MINIMUMS

APPLETON, MN

APPLETON MUNI (AQP)

ORIG 94146 (FAA)

DEPARTURE PROCEDURE: Rwy 4, climb to 2000 before turning right. Rwy 31, climb to 2000 before turning left. Rwy 13, climb to 2400 before turning right. Rwy 22, climb to 2400 before turning left.

AUSTIN. MN

AUSTIN MUNI (AUM)

ORIG 08045 (FAA)

NOTE: Rwy 17, Multiple trees beginning 809' from departure end of runway, 663' right of centerline, up to 61' AGL/1285' MSL. Rwy 35, Tree 1380' from departure end of runway, 484' right of centerline, 100' AGL/1314' MSL.

BAUDETTE.MN

BAUDETTE INTL (BDE)

ORIG 01193 (FAA)

DEPARTURE PROCEDURE: **Rwy 12**, climb runway heading to 1700 before turning northbound.



BELLE FOURCHE, SD

BELLE FOURCHE MUNI (FFC) AMDT 2 09015 (FAA)

TAKE-OFF MINIMUMS: Rwvs 18.36, NA Rwv 14, std. w/min. climb of 240' per NM to 9000 or 1400-3 for climb in visual conditions. Rwv 32. std. w/min. climb of 413'

per NM to 3900 DEPARTURE PROCEDURE: Rwv 14, for climb in visual conditions: cross Belle Fourche Muniairport at or above 4400 MSL before proceeding on course. Rwv 32, climb heading 321° to 3900 before proceeding southbound.

NOTE: Rwv 14. trees 651' from departure end of runway. 547' left of centerline, up to 20' AGL/3299' MSL. Rwv 32. trees 857' from departure end of runway 150' left of centerline, up to 20' AGL/3199' MSL. Trees 3880' from departure end of runway, 966' right of centerline, up to 20' AGL /3289' MSL

BEMIDJI, MN

BEMIDJI RGNI (BJI)

AMDT 3 08213 (FAA)

NOTE: Rwy 7, vegetation beginning 859' from departure end of runway, 544' right of centerline, up to 62' AGL/ 1442' MSL. Vegetation beginning 1404' from departure end of runway, 683' left of centerline, up to 44' AGL/1424' MSL. Rwy 13, vehicle on road, 541' from departure end of runway, 525' right of centerline, 15' AGL/1398' MSL. Rwy 25, poles beginning 1337' from departure end of runway. 205' right of ceterline up to 61' AGL/1445' MSL. Trees beginning 1414' from departure end of runway. 254' left of centerline, up to 57' AGL/1441' MSL. Tree 1406' from departure end of runway, 233' right of centerline, 53' AGL/1437' MSL.

BENSON, MN

BENSON MUNI (BBB)

AMDT 1 09127 (FAA)

NOTE: Rwv 14, numerous trees beginning 838' from DER, 246' right of centerline, up to 33' AGL/1087' MSL. Numerous trees beginning 1232' from DER. 64' left of centerline. up to 69' AGL/1108' MSL, Sign 206' from DER, 198' left of centerline, 19' AGL/1044' MSL, Tower 4884' from DER, 274' right of centerline, 126' AGL/1161' MSL, Rwy 32, Tree 2380' from DER, 646' left of centerline, 68' AGL/1107' MSL, Multiple fences beginning 13' from DER, 361' left of centerline, up to 8' AGI /1043 MSI

BIGFORK.MN

BIGFORK MUNI (FOZ)

ORIG 97198 (FAA)

TAKE-OFF MINIMUMS: Rwv 15, 400-1 or std. with a min, climb of 250' per NM to 1800.

BISMARCK.ND

BISMARCK MUNI (BIS)

AMDT 7 01137 (FAA)

DEPARTURE PROCEDURE: Rwys 3,31, climb runway heading to 2500 before proceeding on course. Rwys 13, 21, climb runway heading to 3800 before proceeding south.

BOTTINEAU.ND

BOTTINEAU MUNI (D09) ORIG 98113 (FAA)

TAKE-OFF MINIMUMS: Rwv 13, 800-1 or std. with a min_climb of 280' per NM to 2500_Rwv 31, 900-2 or std with a min, climb of 360' per NM to 2900, Rwys 3, 21.

BRAINFRD MN

BRAINERD LAKES RGNL (BRD) AMDT 5 07074 (FAA)

NOTE: Rwv 12, multiple trees beginning 165' from departure end of runway, 417' left of centerline, up to 78' AGI /1279 MSI Multiple trees and vehicle on road beginning 304' from departure end of runway, 206' right of centerline, up to 66' AGL/1277' MSL, Rwv 16, multiple trees beginning 1830' from departure end of runway. 749' left of centerline, up to 74' AGL/1314' MSL, Rwy 23. multiple trees beginning 1495' from departure end of runway, 179' left of centerline, up to 48' AGL/1285' MSL Tree 2437' from departure end of runway, 716' right of centerline, 50' AGL/1279' MSL. Rwv 30, multiple trees beginning 243' from departure end of runway, 131'left of centerline, up to 61' AGL/1287' MSL. Multiple trees 48' from departure end of runway, 328' right of centerline, up to 59' AGL/1329' MSL

BRITTON.SD

BRITTON MUNI (BTN)

AMDT 2 96060 (FAA)

TAKE-OFF MINIMUMS: Rwy 13, 300-1 or std. with a min, climb of 450' per NM to 1600. Rwv 19, 300-1. DEPARTURE PROCEDURE: Rwy 19, climb runway heading to 2000 before turning.

BROOKINGS.SD

BROOKINGS RGNL (BKX)

ORIG 09015 (FAA)

NOTE: Rwy 12, pole and trees beginning 1041' from departure end of runway, 207' left of centerline, up to 65' AGL/1705' MSL, Building 1277' from departure end of runway, 825' right of centerline, 38' AGL/1618' MSL. Rwy 17, vehicle on road 799' from departure end of runway, on centerline, up to 15' AGL/1687' MSL. Trees beginning 906' from departure end of runway, 464' left of centerline, up to 100' AGL/1749' MSL, Rwy 30, railroad beginning 547' from departure end of runway, 502' right of centerline, 23' AGL/1626' MSL, Tree 132' from departure end of runway, 433' left of centerline, 20' AGL/ 1615' MSL. Rwy 35, trees 2892' from departure end of runway, 944' right of centerline, up to 100' AGL/1709' MSL.

CANBY, MN

MYERS FIELD (CNB)

ORIG 07186 (FAA)

NOTE: Rwy 12. truck on road 183' from departure end of runway, 220' right of centerline, 15' AGL/1204' MSL.

$\overline{f V}$ take-off minimums and (obstacle) departure procedures $\overline{f V}$

CASSELTON ND

CASSELTON ROBERT MILLER RGNL (5N8) ORIG 07354 (FAA)

TAKE-OFF MINIMUMS: Rwv 31, 400-21/2 or std. w/a min, climb of 212' per NM to 1400 or alternatively, with standard takeoff minimums and a normal 2001/NM climb gradient, takeoff must occur no later than 1700' prior to departure end of runway.

NOTE: Rwv 13, railroad 30' from departure end of runway, 505' right of centerline, 23' AGL/945' MSL. Vehicle on road 449' from departure end of runway, 300' left of centerline, 15' AGL/949' MSL, Rwv 31, trees 2251' from departure end of runway, 456' left of centerline, up to 100' AGL/1052' MSL.

CAVALIER, ND

CAVALIER MUNI (2C8)

ORIG 03191 (FAA)

TAKE-OFF MINIMUMS: Rwv 16, 300-1 or std. with a min. climb of 430' per NM to 1200.

NOTE: Rwv 16, grain elevator 3731' from departure end of runway 284' left of centerline 168' AGL/1060' MSL

CLOQUET, MN

CLOQUET CARLTON COUNTY (COQ)

AMDT 1 80248 (FAA)

TAKE-OFF MINIMUMS: Rwv 7, 300-1 or std. with a min. climb of 400' per NM to 1400.

CROOKSTON, MN

CROOKSTON MUNI-KIRKWOOD FIELD (CKN) AMDT 2 07298 (FAA)

TAKE-OFF MINIMUMS: Rwvs 6, 17, 24, 35, NA-turf

NOTE: Rwy 13, tree 1998' from departure end of runway, 587' left of centerline, 94' AGL/970' MSL, Pole 1127' from departure end of runway, 662' left of centerline, 46' AGL/926' MSL.

DETROIT LAKES. MN

DETROIT LAKES-WETHING FIELD (DTL) ORIG 05132 (FAA)

TAKE-OFF MINIMUMS: Rwvs 17.35. NA.

NOTE: Rwy 31, highway 243' from departure end of runway, 267' right of centerline, 15' AGL/1404' MSL. Railroad 534' from departure end of runway, 298' right of centerline, 23' AGL/1411' MSL.

DEVILS LAKE, ND

DEVILS LAKE RGNL (DVL)

AMDT 1 80318 (FAA)

TAKE-OFF MINIMUMS: Rwy 31, 300-1 or std. with a min. climb of 350' per NM to 1600.

DICKINSON, ND

DICKINSON-THEODORE ROOSEVELT RGNL (DIK)

AMDT 1 05244 (FAA)

DEPARTURE PROCEDURE: Rwv 25, climb via heading 250° to 3100 before turning left.

NOTE: Rwy 7, road 887' from departure end of runway, on rwy centerline, 15' AGL/2631' MSL.

DODGE CENTER, MN

DODGE CENTER (TOB)

ORIG 09015 (FAA)

TAKE-OFF MINIMUMS: Rwv 22, NA-Environmental. NOTE: Rwv 16, trees 3945' from departure end of runway 1542' left of centerline, 100' AGL/1409' MSL.

DULUTH. MN

DULUTH INTL (DLH) ORIG 06327 (FAA)

> NOTE: Rwv 3, multiple trees beginning 21' from departure end of runway, 226' right of centerline, up to 68' AGL /1477' MSL Multiple trees beginning 246' from departure end of runway, 26' left of centerline, up to 64' AGL/1473' MSL. Rwv 9, electrical equipment 207' from departure end of runway 408 left of centerline 6' AGL/ 1425' MSL. Rwv 21, tower 3762' from departure end of

runway 410 left of centerline, 92 AGL /1522 MSL Rwy 27, tree 2426' from departure end of runway, 1127' right of centerline 53' AGI /1522' MSI Rush and multiple trees beginning 347' from departure end of

runway, 484' left of centerline, up to 44' AGL/1533' MSL. SKY HARBOR (DYT)

TAKE-OFF MINIMUMS: Rwv 14, 300-1, Rwv 32, 1500-2 or std. with a min. climb of 360' per NM to 2300. DEPARTURE PROCEDURE: Rwy 14, northwest departures (260° CW 030°) climb to 2300 via heading 260° or 030° before proceeding on course.

EAGLE BUTTE, SD

ORIG 83174 (FAA)

CHEYENNE EAGLE BUTTE (84D) ORIG 96228 (FAA)

TAKE-OFF MINIMUMS: Rwvs 13.31.300-1.

ELY. MN

ELY MUNI (ELO)

AMDT 2 97086 (FAA)

TAKE-OFF MINIMUMS: Rwy 12, 300-1 or std. with a min, climb of 200' per NM to 1600.

DEPARTURE PROCEDURE: Rwy 30, northbound departures climb runway heading to 2000 before turning.

EVELETH. MN

EVELETH-VIRGINIA MUNI (EVM)

AMDT 2 94118 (FAA)

TAKE-OFF MINIMUMS: Rwy 32, 800-2 or std. with a min. climb to 330' per NM to 2300.

DEPARTURE PROCEDURE: Rwv 27, northwest departures (270°-050°) climb runway heading to 2200 before turning.



FAIRMONT, MN

FAIRMONT MUNI (FRM) AMDT 3 09127 (FAA)

NOTE: Rwv 2, trees beginning 2466' from DER, 1105' right of centerline, up to 100' AGL/1269' MSL. Rwv 13. tree 2340' from DER 1039' left of centerline 100' AGL/ 1269' MSL. Rwy 20, trees beginning 1640' from DER. 914' right of centerline, up to 100' AGL/1289' MSL. Trees beginning 913' from DER, 449' left of centerline. up to 100' AGL/1299' MSL. Rwv 31, trees beginning 954' from DER, 161' left of centerline, up to 100' AGL/ 1299' MSL. Trees and road beginning 791' from DER. 339' right of centerline, up to 57' AGL/1226' MSL.

FARGO.ND

HECTOR INTL (FAR)

AMDT 4 04330 (FAA)

TAKE-OFF MINIMUMS: Rwys13,31, NA.

NOTE: Rwv 9, multiple light poles 1124' from departure end of runway, 305' left of centerline, 20' AGL/927' MSL.

FERGUS FALLS, MN

FERGUS FALLS MUNI-FINAR MICKELSON FIELD (FFM)

ORIG 09239 (FAA)

NOTE: Rwv 13, trees beginning 2612' from DER, 128' right of centerline, up to 100' AGL/1269' MSL, Trees beginning 2514' from DER, 42' left of centerline, up to 100' AGL/1259' MSL. Rwy 17. trees beginning 1100' from DER 663' right of centerline, up to 100' AGL/1269' MSL. Road 222' from DER, 469' right of centerline, 15' AGL/1173' MSL. Rwv 35, trees beginning 2156' from DER, 176' right of centerline, up to 100' AGL/1289' MSI

FOSSTON, MN

FOSSTON MUNI (FSE)

AMDT 1 87351 (FAA)

TAKE-OFF MINIMUMS: Rwys 14, 32, IFR takeoff not authorized.

DEPARTURE PROCEDURE: Rwy 16, climb runway heading to 2000 before turning.

GETTYSBURG.SD

GETTYSBURG MUNI (0D8)

AMDT 1 07018 (FAA)

NOTE: Rwy 4, multiple trees beginning 1011' from departure end of runway, 420' left of centerline, up to 60' AGL/2119' MSL. Rwv 13, multiple trees beginning 1897' from departure end of runway, 975' left of centerline, 60' AGL/2119' MSL. Rwy 22, multiple trees beginning 679' from departure end of runway, 117' left of centerline, up to 60' AGL/2109' MSL.

GLENCOF, MN

GLENCOE MUNI (GYL)

ORIG 09071 (FAA)

NOTE: Rwy 13, trees beginning 349 from DER, 257 right of centerline, up to 100' AGL/1099' MSL. Trees beginning 1211' from DER 314' left of centerline up to 100' AGL/1109' MSL. Terrain beginning 53' from DER. 166' left of centerline up to 998' MSI. Terrain beginning 286' from DER, 435' right of centerline, up to 1001' MSL. Rwv 31. trees beginning 501' from DER, 530' right of centerline, up to 100' AGL /1099' MSL. Tree. 2577' from DER, 129' left of centerline, 100' AGL/1109' NASI

GLENWOOD, MN

GLENWOOD MUNI (GHW)

AMDT 2 98337 (FAA)

TAKE-OFF MINIMUMS: Rwv 5, 1200-2 or std. with a min, climb of 220' per NM to 2900.

GRAFTON ND

HUTSON FIFLD (GAF)

ORIG 97086 (FAA)

TAKE-OFF MINIMUMS: Rwv 35, 400-2 or std. with a min, climb of 420' per NM to 1300.

GRAND FORKS, ND

GRAND FORKS INTL (GFK)

AMDT 2 09071 (FAA)

NOTE: Rwv 9L. tree 127' from DER, 451' left of centerline, 12' AGL/853' MSL. Rwy 27R, bush 38' from DER, 474' right of centerline, 5' AGL/844' MSL, Rwy 35L, obstruction light on DME 645' from DER, 198' left of centerline, 21' AGL/860' MSL, Rwv 35R, tree 1259' from DER, 521' right of centerline, 41' AGL/880' MSL. Tree 1655' from DER, 271' left of centerline, 45' AGL/ 884'MSL.

GRANT MARAIS. MN

GRAND MARAIS/COOK COUNTY (CKC) ORIG 09015 (FAA)

NOTE: Rwv 9, trees beginning 58' from departure end of runway, 168' right of centerline up to 54' AGL/1833' MSL, Bushes 112' from departure end of runway, 142' left of centerline, 11' AGL/1805' MSL. Tree 464' from departure end of runway, 75' left of centerline, 14' AGL/ 1813' MSL. Rwy 27, trees beginning 85' from departure end of runway, 187' left of centerline, up to 59' AGL/1858' MSL. Trees beginning 282' from departure end of runway, 115' right of centerline, up to 42' AGL/1861'

GRAND RAPIDS, MN

GRAND RAPIDS/ITASCA COUNTY-GORDON NEWSTROM FIELD (GPZ)

AMDT 4 09127 (FAA)

TAKE-OFF MINIMUMS: Rwys 5,10,23,28, NA-Environmental.

NOTE: Rwv 16, tree 1655' from DER, 899' left of centerline, 51' AGL/1410' MSL. Tree 3236' from DER, 1130' right of centerline, 82' AGL/1441' MSL. Rwy 34, tree 3416' from DER, 1253' right of centerline, 100' AGL/1399' MSL.



GREGORY.SD

GREGORY MUNI. FLYNN FIELD (9D1) ORIG 97142 (FAA)

TAKE-OFF MINIMUMS: Rwv 31, 400-2 or std. with a min. climb of 210' per NM to 2600.

GWINNER.ND

GWINNER-ROGER MEI ROE FIELD (GWR) ORIG 09183 (FAA)

TAKE-OFF MINIMUMS: Rwvs 6.24, NA-Environment. Rwy 34. Std. w/min. climb of 216' per NM to 2000, or 900-21/2 for climb in visual conditions.

DEPARTURE PROCEDURE: Rwv 34, for climb in visual conditions, cross Gwinner-Roger Melroe Field at or above 2000, before proceeding on course.

NOTE: Rwv 16, terrain beginning 15' from DER, 73' right of centerline, 1257' MSL, Rwy 34, road and vehicle 436' from DER, on centerline, 15' AGL/1286' MSL.

HAWLEY, MN

HAWLEY MUNI (04Y)

ORIG 07074 (FAA)

NOTE: Rwv 34, road 15' from departure end of runway. 421' left of centerline, 15' AGL/1224' MSI

HETTINGER.ND

HETTINGER MUNI (HEI)

AMDT 1 98225 (FAA)

TAKE-OFF MINIMUMS: Rwv 12, 300-1 or std. with a min, climb rate of 220' per NM to 3000, Rwys 17, 35 NA.

HIBBING, MN

CHISHOLM-HIBBING (HIB)

AMDT 6 04218 (FAA)

DEPARTURE PROCEDURE: Rwv 22, climb via heading 227° to 2200 before turning right. Rwy 31, climb via heading 310° to 2200 before turning left.

NOTE: Rwy 4, antenna on pole, 361' from departure end of runway, 409' right of centerline, 1377' MSL. Rwy 13, obstacle light on pole, 1184' from departure end of runway, 636' left of centerline. Numerous trees beginning 1291' from departure end of runway, 745' left of centerline up to 1419' MSL. Trees 1497' from departure end of runway, 563' right of centerline. 1388' MSL. Rwv 22, multiple trees beginning 368' from departure end of runway, 170' right of centerline, up to 1416' MSL. Multiple trees beginning 413' from departure end of runway, 117' left of centerline, up to 1400' MSL. Rwy 31, light standard, 865' from departure end of runway, 595' right of centerline, 1381' MSL.

HILLSBORO.ND

HILLSBORO MUNI (3H4)

ORIG 97198 (FAA)

DEPARTURE PROCEDURE: Rwys 16, 34, climb runway heading to 2000 prior to turning westbound.

HINCKI FY. MN

FIFLD OF DREAMS (04W) ORIG 08045 (FAA)

NOTE: Rwv 6 Tree 82' from departure end of runway 480' right of centerline 100' AGL /1114' MSL Tree 143' from departure end of runway, 161' left of centerline, 100' AGL/1114' MSL. Rwy 24. Tree 48' from departure end of runway 165' left of centerline 100' AGL /1124' MSL

HOT SPRINGS, SD

HOT SPRINGS MUNI (HSR) ORIG 97142 (FAA)

TAKE-OFF MINIMUMS: Rwv 1, 300-1 or std. with a min. climb of 360' per NM to 5000, Rwy 19, 300-2 or std. with a min. climb of 250' per NM to 5000.

DEPARTURE PROCEDURE: Rwvs 1.19. climb runway heading to 5000 before proceeding westbound

HURON SD

HURON RGNI (HON) AMDT 5 09239 (FAA)

> NOTE: Rwy 12, trees and pole beginning 918' from DER. 525' left of centerline, up to 62' AGL/1341' MSL, Trees beginning 291' from DER, 234' right of centerline, up to 100' AGL/1389' MSL. Rwv 17. trees beginning 236' from DER, 307' left of centerline, up to 67' AGL/1346' MSL. Trees beginning 264' from DER, 262' right of centerline, 73' AGL/1352' MSL, Rwv 30, trees beginning 3428' from DER, 1378' left of centerline, up to 100' AGL/1394' MSL. Rwv 35, trees beginning 60' from DER, 104' left of centerline, up to 49' AGL/1328' MSL. Trees beginning 251' from DER, 97' right of centerline. 52'AGL/1331'MSL.

INTERNATIONAL FALLS. MN

FALLS INTL (INL)

AMDT 3 08101 (FAA)

NOTE: Rwy 4, Tree 392' from departure end of runway 311'left of centerline, 51'AGL/1231'MSL, Rwv 13. multiple trees beginning 1999' from departure end of runway, 773' left of centerline, up to 63' AGL/1233' MSL. Pole 1091, from departure end of runway, 703' right of centerline, 37' AGL/1207' MSL. Road 1005' from departure end of runway, 766' left of centerline, 15' AGL/ 1195' MSL. Rwy 22, Multiple trees beginning 433' from departure end of runway 273' left of centerline, up to 33' AGL/1213' MSL. Trees 1144' from departure end of runway 136' right of centerline, 28' AGL/1208' MSL. Rwv 31. Trees 968' from departue end of runway, 752' left of centerline, 56' AGL/1236' MSL.

 $\overline{f V}$ take-off minimums and (obstacle) departure procedures $\overline{f V}$

JACKSON MN

JACKSON MUNI (MJO) ORIG 08045 (FAA)

TAKE-OFF MINIMUMS: Rwys 4.22, NA-TURE

DEPARTURE PROCEDURE: Rwv 13, Climb heading

134° to 1900 before turning right

NOTES: Rwv 13. Trees beginning 1474' from departure

end of runway 556' left of centerline up to 80' AGL /1539' MSI Vehicle on road 258' from departure end of

618' left of centerline, 15' AGL/1446' MSL. Trees

runway, 559' from centerline, 15' AGL/1459' MSL. Rwy 31. Vehicle on road 465' from departure end of runway

of centerline up to 80' AGI /1519' MSI. Trees

beginning 1616' from departure end of runway, 580' right

beginning 1110' from departure end of runway, 429' left of centerline up to 80' AGL/1509' MSL

JAMESTOWN, ND

JAMESTOWN RGNI (JMS) AMDT 1 07242 (FAA)

NOTE: Rwv 22, antenna and tank beginning 2960' from departure end of runway, 1007' left of centerline, up to 150' AGL/1631' MSL. Rwv 31, multiple trees beginning 2129' from departure end of runway 47' right of centerline, up to 60' AGL/1560' MSL.

LITCHFIELD. MN

LITCHFIELD MUNI (LJF) DEPARTURE PROCEDURE: Rwvs 13.31, climb to 1800 on runway heading before proceeding on course.

LITTLE FALLS, MN

LITTLE FALLS/MORRISON COUNTY CHARLES A LINDBERGH FIELD (LXL)

AMDT 3 96172 (FAA) TAKE-OFF MINIMUMS: Rwv 13. 300-1 or std. with a min_climb of 250' per NM to 1500_Rwv 36, 600-11/2 or

std. with a min. climb of 345' per NM to 1700. DEPARTURE PROCEDURE: Rwv 31, climb to 1700 before turning.

LONG PRAIRIE, MN

TODD FIELD (14Y) ORIG 08157 (FAA)

NOTE: Rwv 16, tree 273' from departure end of runway. 310' right of centerline, 100' AGL/1436' MSL. Rwy 34, tree 70' from departure end of runway, 100' right of centerline, 100' AGL/1439' MSL, Tree 122' from departure end of runway, 105' left of centerline, 100' AGL/ 1436' MSL, Tree 18' from departure end of runway, 106'

right of centerline, 100' AGL/1433' MSL.

MANKATO. MN

MANKATO RGNL (MKT)

ORIG 09267 (FAA) NOTE: Rwy 4, trees beginning 447' from DER, 408'

up to 1029' MSL.

right of centerline, up to 100' AGL/1078' MSL. Trees beginning 1996' from DER, 17' left of centerline, up to 100' AGL/1084' MSL. Rwy 15, trees beginning 1552' from DER, 719' left of centerline, up to 100' AGL/1088' MSL. Rwy 22, trees beginning 2370' from DER, 989' right of centerline, up to 100' AGL/1069' MSL. Rwy 33, trees beginning 2085' from DER, 780' right of centerline, up to 100' AGL/1077' MSL. Rising terrain 9' from DER, 65' right of centerline, up to 1029' MSL. Terrain beginning 82' from DER, 60' left of centerline,

MARSHALL, MN

SOUTHWEST MINNESOTA RGNI MARSHALL/ RYAN FIFI D (MMI)

ΔMDT 2 08101 (ΕΔΔ)

TAKE-OFF MINIMUMS: Rwv 20. Std. w/min. climb of 270' per NM to 2000, or 1000-3 for climb in visual.

DEPARTURE PROCEDURE: Rwy 20. for climb in visual conditions, cross Marshall Airport at or above

2000 MSL before proceeding on course. NOTE: Rwv 12. Pole 706' from departure end of runway.

671' right of centerline, 60' AGL/1212' MSL, pole 1580'

from departure end of runway, 732' left of centerline, 70' AGL/1225' MSL, antenna 1496' from departure end of

runway, 620' right of centerline, 64' AGL/1219' MSL.

pole 1185' from departure end of runway, 540' right of centerline, 55' AGL/1210' MSL, tree 3564' from departure end of runway, 400' right of centerline, 110' AGL/1269' MSL, tree 2135' from departure end of

runway, 113' left of centerline, 77' AGL/1232' MSL. Rwy 30. Vehicle on road 1' from departure end of runway. 435' left of centerline, 24' AGL/1200' MSL.

MILBANK. SD MILBANK MUNI (1D1)

ORIG 08101 (FAA)

TAKE-OFF MINIMUMS: Rwy 25, Std. w/a min. climb of 207' per NM to 1900, or 900-21/2 for climb in visual conditions

DEPARTURE PROCEDURE: Rwy 25, For climb in visual conditions cross Milbank Muni airport at or abov

e 1900 before proceeding on course. NOTE: Rwy 7, trees beginning 1207' from departure end of runway, 387' left of centerline, up to 100' AGL/1219' MSL. Vehicle on road 829' from departure end of runway, 373' right of centerline, 15' AGL/1134' MSL. Building 322' from departure end of runway, 582' right of

beginning 1448' from departure end of runway, 394' right of centerline, up to 100' AGL/1219' MSL, Vehicle on road 218' from departure end of runway, 490' left of centerline, 15' AGL/1134' MSL, Building 78' from departure end of runway, 397' left of centerline, 25' AGL/ 1134'MSL, Rwy 25, tree 3584' from departure end of runway, 477' left of centerline, 100' AGL/1249' MSL.

Rwy 31, tree 2992' from departure end of runway, 715'

left of centerline, 100' AGL/ 1239' MSL.

centerline, 25' AGL/1134' MSL. Rwy 13, trees

MILLER, SD

MILLER MUNI (MKA)

ORIG 08269 (FAA)

AGL/1669'MSL.

NOTE: Rwv 15, vehicle on road 769' from departure end of runway, 642' right of centerline, 15' AGL/1599' MSL. Snow removal equipment 206' from departure end of runway, 475' right of centerline, 21' AGL/1594' MSL. Tree 3903' from departure end of runway, 998' left of centerline, 100' AGL/1684' MSL, Rwv 33, vehicle on road 450' from departure end of runway, 560' left of centerline, 15' AGL/1584' MSL. Tree 762' from departure end of runway, 628' left of centerline, 100'



09295 MINNEAPOLIS, MN

ANOKA COUNTY-BLAINE AIRPORT (JANES FIELD) (ANE)

AMDT 4 07018 (FAA)

DEPARTURE PROCEDURE: Rwv 9. climb heading 089° to 2600 before turning right. Rwv 18. climb heading 179° to 2600 before turning left. Rwy 27, climb heading 269° to 1800 before proceeding southeast bound, Rwv 36, climb heading 359° to 1800 before proceeding southeast bound.

NOTE: Rwv 9, multiple trees 821 from departure end of runway. 619' right of centerline, up to 51' AGL/961' MSL. Tank 1.1 NM from departure end of runway. 1280' right of centerline, 170' AGL/1082' MSL, Rwv 27. multiple trees 559' from departure end of runway. 404 left of centerline, up to 50' AGL /946' MSL, Multiple trees 480' from departure end of runway, 394' right of centerline, up to 26' AGL/922' MSL. Rwv 36, multiple trees 191' from departure end of runway, 495' right of centerline, up to 78' AGL/971' MSL. Multiple trees 1458' from departure end of runway 53' left of

CRYSTAL (MIC)

AMDT 2 81050 (FAA)

centerline, up to 59' AGL/958' MSL.

TAKE-OFF MINIMUMS: Rwvs 14L.14R.32L.32R. 300-1, Rwvs 24L.24R, 300-1 or std, with a min, climb of 215' per NM to 1000, Rwys 6L, 6R, 300-1 or std. with a min, climb of 285' per NM to 1000. DEPARTURE PROCEDURE: Rwys 6L, 6R, 14L, 14R,

eastbound departures (050°-130°) climb runway heading to 2800 before turning.

FLYING CLOUD (FCM) AMDT 4 08157 (FAA) NOTE: Rwv 10L, multiple antenna's on hangar's

beginning 270' from departure end of runway, 330' left of centerline, up to 26' AGL/932' MSL. Tree 682' from departure end of runway, 668' right of centerline, 26 AGL/932' MSL. Rwy 10R, multiple obstruction light on poles beginning 287' from departure end of runway. 345' right of centerline, up to 36' AGL/939' MSL. Hangar 150' from departure end of runway, 422' right of centerline, 21' AGL/920' MSL. Antenna on building, 536' from departure end of runway, 263' right of centerline, 14' AGL/913' MSL. Rwy 18, multiple trees beginning 338' from departure end of runway, 166' left of centerline, up to 62' AGL/961' MSL. Obstruction light on fence 176' from departure end of runway, 127' left of centerline, 10' AGL/910' MSL. Vehicle and road 198' from departure end of runway, 196' left of centerline, 15' AGL/918' MSL, Floodlight 148' from departure end of runway, 374' right of centerline, 38' AGL/938' MSL. Obstruction light on hangar 282' from departure end of runway, 317' right of centerline, 37' AGL/937' MSL. Rwy 28R, Hangar 259' from departure end of runway, 355' right of centerline, 18' AGL/931' MSL. Rwy 36, wind vane 923' from departure end of runway, 404' left of centerline, 61' AGL/960' MSL. Vent on building 943' from departure end of runway, 295' left of centerline, 44' AGL/943' MSL. Pole 714' from departure end of runway, 351' left of centerline, 33' AGL/932' MSL. Multiple trees beginning 504' from departure end of runway, 324' right of centerline, up to 67' AGL/966' MSL.

MINNEAPOLIS-ST PAUL INTI (WOLD CHAMBERLAIN) (MSP) AMDT 11 07130 (FAA)

TAKEOFF MINIMUMS: Rwv 35, std. with a min. climb of 219' per NM to 2100

DEPARTURE PROCEDURE: Rwv 4. climb heading 043° to 2100 before turning left, Rwv30L, climb heading 299° to 2100 before turning right Rwy 30R. climb heading 299° to 2100 before turning right. Rwv 35, climb via heading 348° to 2100 before turning NOTE: Rwv 4, multiple trees beginning 800' from

departure endof runway 264' left of centerline, up to 75' AGL/921 MSL. Rod on building 2528 from departure end of runway, 1175' left of centerline, 78' AGL/922' MSI Fence 803' from departure end of runway 585' left of centerline, 15' AGL/860' MSL, Antenna on OL building 456' from departure end of runway 319' left of centerline, 13' AGL/850' MSL, Light poles 1932' from departure end of runway, 718' left of centerline, 45' AGI /885 MSI Stack 4535 from departure end of runway, 481' left of centerline, 139' AGL/949' MSL, Rwy 12R, multiple trees beginning 1477' from departure end of runway, 407' left of centerline, up to 86' AGL/851' MSL. Multiple trees beginning 1426' from departure end of runway 124' right of centerline, up to 111' AGL/ 847' MSL. Light pole 1408' from departure end of runway, 746' right of centerline, 85' AGL/843' MSL. Radar RFLTR 983' from departure end of runway, 32' left of centerline, 15' AGL/829' MSL. Pipe on building. 826' from departure end of runway 576' left of centerline, 10' AGL/825' MSL. Obstruction light on localizer 766' from departure end of runway, on centerline, 7'AGL/821'MSL, Rwy 17, antenna 1272' from departure end of runway, 562' right of centerline. 57' AGI /891' MSI Pole 409' from departure end of runway, 530' right of centerline, 29' AGL/866' MSL. WDI on building 2619' from departure end of runway. 881' left of centerline, 97' AGL/918' MSL, Building 2619' from departure end of runway, 859' left of centerline 84' AGL/905' MSL Light 1176' from departure end of runway, 291' right of centerline, 11' AGL/875' MSL. Tree 2619' from departure end of runway, on centerline, 79' AGL/900' MSL. Rwy 22, tree 2906' from departure end of runway, 833' right of centerline, 94' AGL/934' MSL, Hopper 1717' from departure end of runway, 456' left of centerline, 48' AGL/888' MSL. Rwv 30L, multiple trees beginning 1113' from departure end of runway, 701' left of centerline, up to 80' AGL/919' MSL. Tree 1230' from departure end of runway, 633' right of centerline, 30' AGL/877' MSL. Ground 28' from departure end of runway, 490' right of centerline, 0' AGL/844' MSL. Rwy 30R, building 1056' from departure end of runway. 198' left of centerline, 13' AGL/853' MSL, Multiple trees beginning 3010' from departure end of runway. 334' left of centerline, up to 94' AGL/940' MSL. Light pole 1849' from departure end of runway, 698' right of centerline, 17' AGL/871' MSL. Fence 1327' from departure end of runway, 667' right of centerline, 8' AGL/857' MSL. Tree 3703' from departure end of runway, 350' right of

centerline, 67' AGL/914' MSL, Rod on pole 3143' from

AGL/898' MSL, Rwv 35, tree 175' from departure end

of runway, 398' right of centerline, 73' AGL/883' MSL. Multiple trees beginning 1989' from departure end of runway, 351' left of centerline, up to 65' AGL/902' MSL. Multiple buildings beginning 5.45 NM from departure end of runway, 1787' left of centerline, up to 811' AGL/

departure end of runway, 47' right of centerline, 38'

1743' MSL.

09295

MINOT, ND

MINOTINTI (MOT)

AMDT 3 06103 (FAA)

TAKE-OFF MINIMUMS: Rwv 26, 300-1% or std. with a min_climb of 219' per NM to 2000

DEPARTURE PROCEDURE: Rwv 13, climb via heading 128° to 2200 before turning right Rwy 26. climb via heading 260° to 2300 before turning left.

NOTE: Rwv 8. tree 1801' from departure end of runway. 292' left of centerline, 56' AGL /1714' MSL. Tree 1459' from departure end of runway, 528' left of centerline, 47' AGL/1705 MSL. Rwv 26. tree 1750 from departure end of runway, 618' right of centerline, 71' AGL/1786' MSL. Tree 1829' from departure end of runway, 376' left of centerline, 65' AGL/1780' MSL, Light pole 1110' from departure end of runway, 610' left of centerline, 44' AGL/1759' MSL. Tank 1.1 NM from departure end of runway, 1810' right of centerline, 184' AGL/1899' MSL. Tree 1782' from departure end of runway, 273' right of centerline 49' AGL/1764' MSL Light pole 1294' from departure end of runway, 452' right of centerline, 29' AGL/1751 MSL. Tree 2019 from departure end of runway, 393' right of centerline, 54' AGL/1769' MSL. Building 1431' from departure end of runway, 301' right of centerline, 38' AGL/1753' MSL, Light pole 1418' from departure end of runway, 23' right of centerline. 36' AGL/1751' MSL

MITCHELL. SD

MITCHELL MUNI (MHE)

AMDT 1 86240 (FAA)

DEPARTURE PROCEDURE: Rwvs 12, 17, climb to 1800 before turning.

MOBRIDGE, SD

MOBRIDGE MUNI(MBG)

ORIG 88154 (FAA)

TAKE-OFF MINIMUMS: RWY 35, 300-1.

DEPARTURE PROCEDURE: Rwys 12, 17, 30, 35, climb runway heading to 2500 before turning on course.

MONTEVIDEO, MN

MONTEVIDEO-CHIPPEWA COUNTY (MVE)

TAKE-OFF MINIMUMS: Rwv 21, 400-11/2. DEPARTURE PROCEDURE: Rwv 14. climb runwav

heading to 1500 before turning.

MOOSE LAKE, MN

MOOSE LAKE CARLTON COUNTY (MZH) ORIG 94006 (FAA)

TAKE-OFF MINIMUMS: Rwvs 4.22.300-1.

MORRIS. MN

MORRIS MUNI-CHARLIE SCHMIDT FLD

ORIG 08045 (FAA)

TAKE-OFF MINIMUMS: Rwys 4, 22, NA-

Environmental.

NOTE: Rwv 32. Trees 2888' from departure end of runway, 1125' left of centerline, 100' AGL/1209' MSL.

OAKES ND

OAKES MUNI (2D5)

ORIG 97142 (FAA)

TAKE-OFF MINIMUMS: Rwv 30, 300-1 or std. with a min, climb of 260' per NM to 1700.

OLIVIA. MN

OLIVIA RGNL (OVL)

AMDT 1 86044 (FAA)

TAKE-OFF MINIMUMS: Rwv 11, 300-1

ORR. MN

ORR RGNI (ORB)

AMDT 1 80136 (FAA)

TAKE-OFF MINIMUMS: Rwv 13, 500-2 or std. with a min_climb of 260' per NM to 1900

ORTONVILLE. MN

ORTONVILLE MUNI-MARTINSON FIELD (\/\/\)

ORIG 81274 (FAA)

TAKE-OFF MINIMUMS: Rwy 16, 300-1 or std. with a min, climb of 210' per NM to 1300.

OWATONNA, MN

OWATONNA DEGNER RGNI (OWA)

AMDT 2 97030 (FAA)

DEPARTURE PROCEDURE: Rwv 12, climb runwav heading to 1500 before turning on course.

PEMBINA, ND

PEMBINA MUNI (PMB)

ORIG 85325 (FAA)

DEPARTURE PROCEDURE: Rwy 33, climb runway heading 3200 before turning left.

PERHAM, MN

PERHAM MUNI (16D)

ORIG 98113 (FAA)

TAKE-OFF MINIMUMS: Rwy 12, 500-2 or std. with a min. climb of 210' per NM to 2000. Rwy 30, 400-1 or std. with a min. climb of 270' per NM to 1800.

DEPARTURE PROCEDURE: Rwy 12, climb runway heading to 2000 before proceeding on course. Rwy 30, climb runway heading to 1800 before proceeding on course.

PIERRE.SD

PIERRE RGNL (PIR)

AMDT 2 85115 (FAA)

TAKE-OFF MINIMUMS: Rwy 25, 300-1.

PINE RIDGE, SD

PINE RIDGE (IEN)

ORIG 97226 (FAA)

TAKE-OFF MINIMUMS: Rwv 12, 300-1 or std, with a min. climb of 350' per NM to 3600. Rwy 24, 300-1 or std. with a min. climb of 220' per NM to 3500. Rwy 30, 300-1 or std. with a min. climb of 300' per NM to 3600.



PIPESTONE. MN

PIPESTONE MUNI (PON)

ORIG 08045 (FAA)

TAKE-OFF MINIMUMS: Rwvs 9.27, NA-Environmental. NOTE: Rwv 18. Trees beginning 3811' from departure end of runway, 854' right of centerline, up to 100' AGL/ 1859' MSI

PRESTON MN

FILLMORE COUNTY (FKA)

ORIG 98113 (FAA)

TAKE-OFF MINIMUMS: Rwvs 11.29.300-1.

PRINCETON, MN

PRINCETON MUNI (PNM)

AMDT 1 05132 (FAA)

NOTE: Rwv 15. trees 982' from departure end of runway. 335' right of centerline, 50' AGL/1029' MSL. Trees 1449' from departure end of runway, 387' left of centerline, 50' AGL/1029' MSL, Rwy 33, barn 1159' from departure end of runway, 780' right of centerline, 50' AGL/1139'MSL, multiple trees, terrain, and road beginning 36' from departure end of runway, 84' right of centerline, up to 50' AGL/1045' MSL.

RAPID CITY, SD

RAPID CITY RGNL (RAP)

AMDT 6 07130 (FAA)

DEPARTURE PROCEDURE: Rwv 5, climb on heading between 255° clockwise to 210° from departure end of runway, or min, climb of 240' per NM to 8800 for all other courses. Rwy 14, climb on heading between 325° clockwise to 210° from departure end of runway, or min. climb of 245' per NM to 8900 for all other courses. Rwy 23, climb on heading between 210° counter clockwise to 055° from departure end of runway, or min, climb of 268' per NM to 8900 for all other courses. Rwy 32, climb on heading between 255° clockwise to 140° from departure end of runway, or min. climb of 242' per NM to 8800 for all other courses.

NOTE: Rwv 5, fence 133' from departure end of runway. 249' left of centerline, 10' AGL/3215' MSL. Rwy 23, hangar 201' from departure end of runway, 299' left of centerline, 24' AGL/3193' MSL. Fence 334' from departure end of runway, 256' right of centerline, 10' AGL/3184' MSL. Rwy 32, obstruction light 662' from departure end of runway, 243' left of centerline, 54' AGL/ 3213' MSL. Fence 1002' from departure end of runway. 751' right of centerline, 10' AGL/3233' MSL. Tower 1.9 NM from departure end of runway, 3503' right of centerline, 152' AGL/3520' MSL.

RAY S. MILLER AAF (KRYM)

CAMP RIPLEY, MN AMDT 2, 09155 TAKE-OFF OBSTACLES: Rwy 13, Terrain 1270' MSL, 73' from DER, 8' left and right of centerline. Vehicle 15' AGL/1180' MSL, 765' from DER, 638' left of centerline. Rwy 31, Terrain 1273' MSL, 54' from DER, 9' left and right of centerline. Trees 64' AGL/1282' MSL, 798' from DER, 325' left and right of centerline.

RED WING MN

RED WING RGNL (RGK)

AMDT 1 01137 (FAA)

DEPARTURE PROCEDURE: Rwv 9, 700-4 or std. with a min_climb of 270' per NM to 1700

REDWOOD FALLS, MN

REDWOOD FALLS MUNI (RWF)

ORIG 09071 (FAA)

TAKE-OFF MINIMUMS: Rwvs 5, 23, NA-Environmental. NOTE: Rwy 12, numerous buildings beginning 388' from DER, 376' right of centerline, up to 13' AGL/1052' MSL. Numerous fences beginning 6' from DER 329' right of centerline up to 13' AGL /1052' MSL Tree 62' from DER 444' left of centerline, 11' AGL/1040' MSL. Rwv 30. multiple trees beginning 865' from DER 401' right of centerline, up to 100' AGL/1119' MSL. Vehicle on road 128' from DER 306' right of centerline 15' AGI /1027'

ROCHESTER.MN

ROCHESTER INTL (RST)

ORIG 09015 (FAA)

NOTE: Rwv 2, road 73' from departure end of runway. 385' right of centerline, 10' AGL/1292' MSL, Tree 4377' from departure end of runway, 1132' right of centerline, 100' AGL/1399' MSL. Road 268' from departure end of runway, 366' right of centerline, 10' AGL/1290' MSL. Rwy 13, tree 1498' from departure end of runway, 840' right of centerline, 44' AGL/1348' MSL, Rwy 20, pole 259' from departure end of runway, 407' right of centerilne, 23' AGL/1338' MSL, Roads beginning 1' from departure end of runway, 231' right of centerline, up to 10' AGL/1327' MSL. Rwv 31. tree 4760' from departure end of runway, 1103' left of centerline, 100' AGL/1389' MSI

ROSEAU. MN

ROSEAU MUNI-RUDY BILLBERG FIELD (ROX) ORIG 07242 (FAA)

NOTE: Rwv 16. building 258' from departure end of runway, 505' right of centerline, 24' AGL/1078' MSL. Tree 1582' from departure end of runway, 337' left of centerline, 47' AGL/1101' MSL. Rwy 34, truck on road 41' from departure end of runway, 511' left of centerline, 15'AGL/1069'MSL.

RUSHFORD.MN

RUSHFORD MUNI (55Y)

AMDT 1 96228 (FAA)

TAKE-OFF MINIMUMS: Rwv 34, 300-1 or std. with a min, climb of 300' per NM to 1500.

DEPARTURE PROCEDURE: Rwy 16, climb runway heading to 1700 before turning eastbound.



09295

ST. CLOUD, MN

ST. CLOUD RGNL (STC)

ORIG 09239 (FAA)

TAKE-OFF MINIMÚMS: **Rwy 5**, 300-1½ or std. w/min. climb of 201′ per NM to 1300 or alternatively, with standard take-off minimums and a normal 200′/NM climb gradient, take-off must occur no later than 1100′ prior to DER.

NOTE: Rwy 5, tower 6201' from DER, 1416' left of centerline, 149' AGL/1179' MSL. Multiple trees beginning 17' from DER, 373' right of centerline, up to 59' AGL/1081' MSL. Multiple trees beginning 1752' from DER, 56' left of centerline, up to 80' AGL/1102' MSL. Rwy 13, tree 1654' from DER, 884' right of centerline, 61' AGL/1078' MSL. Tree 1265' from DER, 794' left of centerline, 42' AGL/1059' MSL. Rwy 23, trees 2109' from DER, 29' right of centerline, up to 61' AGL/1082' MSL. Trees 1725' from DER, 93' left of centerline, up to 55' AGL/1076' MSL. Fence 74' from DER, 216' left of centerline, 2' AGL, 1023' MSL. Rwy 31, terrain beginning 29' from DER, 50' right of centerline, up to 1083' MSL. Terrain beginning 107' from DER, 7' left of centerline, up to 1060' MSL.

ST. JAMES, MN

ST. JAMES MUNI (JYG) ORIG 94342 (FAA)

DEPARTURE PROCEDURE: **Rwy 15**, climb to 1900 before turning eastbound.

ST. PAUL MN

LAKE ELMO (21D)

ORIG 80318 (FAA)

TAKE-OFF MINIMUMS: **Rwy 22**, 300-1 or std. with a min. climb of 225' per NM to 1100.

ST. PAUL DOWNTOWN HOLMAN FIELD (STP)

TAKE-OFF MINIMUMS: Rwy 9, std. w/min. climb of 346' per NMto 1500. Rwy 13, std. w/min. climb of 266' per NMto 1500. Rwy 14, std. w/min. climb of 216' per NMto 1500. Rwy 27, std. w/min. climb of 436' per NMto 1500. Rwy 31, NA - obstacles. Rwy 32, std. w/min. climb of 340' per NMto 3000.

DEPÂRTURE PROCEDURE: Rwy 9, climb heading 088° to 1500 before proceeding on course. Rwy 13, climb heading 125° to 1500 before proceeding on course. Rwy 14, climb heading 143° to 1500 before proceeding on course. Rwy 27, climb heading 268° to 1700 before proceeding on course. Rwy 32, climb heading 323° to 1300 before proceeding on course.

NOTE: Rwy 9, multiple trees beginning 1265' from departure end of runway, 167' right of centerline, up to 75' AGL/1055' MSL. Multiple trees beginning 1.1 NM from departure end of runway, 124' left of centerline, up to 100' AGL/1099' MSL. Obstruction light tank 1571' from departure end of runway, 771' right of centerline, 50' AGL/81' MSL. Multiple crane 1163' from departure end of runway, 123' left of centerline, 50' AGL/758' MSL. Rwy 13, Obstruction light stack 2695' from departure end of runway, 842' right of centerline, 50' AGL/820' MSL. Tree 1563' from departure end of runway, 25' right of centerline, 61' AGL/748' MSL. Multiple trees beginning 1004' from departure end of runway, 607' left of centerline, 50' AGL/767' MSL. Tower 1,725' from

ST. PAUL DOWNTOWN HOLMAN FIELD (STP) (CON'T)

departure end of runway, 930' left of centerline, 47' AGL/ 753' MSI Vent on building 3029' from departure end of runway, 629' right of centerline, 10' AGL/783' MSL. Multiple bushes beginning 194' from departure end of runway 88' left of centerline 7'AGL/712' MSL Stack 1.879' from departure end of runway, 25' left of centerline 51'AGI /751'MSI Rwv14 multiple trees beginning 805' from departure end of runway, 2' right of centerline, up to 112' AGL/811' MSL, Multiple trees beginning 1205' from departure end of runway 64' left of centerline, up to 80' AGL/770' MSL, Poles 2810' from departure end of runway 715' right of centerline, 91' AGL/778' MSL. Rwy 27, multiple trees beginning 803' from departure end of runway, 122' left of centerline, up to 100' AGL/994' MSL. Tree 783' from departure end of runway, 105' right of centerline, 25' AGL/725' MSL. Obstruction light antenna 996' from departure end of runway, 304' right of centerline, 67' AGL/767' MSL. Light pole 1328' from departure end of runway, 222' left of centerline 50' AGL /747' MSL Building 2049' from departure end of runway, 837' right of centerline, 57' AGI /761 MSI Flaggole 2333 from departure end of runway, 199' left of centerline, 78' AGL/778' MSL, Stack 1.8 NM from departure end of runway, 635' left of centerline 569'AGI /1279'MSI

Rwv 32, road and vehicle 211' from departure end of runway, 482' left of centerline, 17' AGL/717' MSL. Railroad beginning 369' from departure end of runway. 329' left of centerline, up to 23' AGL/727' MSL, Pipe on DMF 383' from departure end of runway 269' right of centerline, 17' AGL/722' MSL, Tree 1152' from departure end of runway, 209' left of centerline, 44' AGL/744' MSL. Tree 1685' from departure end of runway, 277' right of centerline, 75' AGL/770' MSL. Sign 5668' from departure end of runway 1924' left of centerline, 86' AGL/874' MSL, Trees 5614' from departure end of runway, 1796' right of centerline, 100' AGL/939' MSL. Building 5779' from departure end of runway, 1733' right of centerline, 72' AGL/910' MSL. Pole 1.0 NM from departure end of runway, 1835' right of centerline, 157' AGL/973' MSL, Building 1,1 NM from departure end of runway, 2170' left of centerline. 122' AGL/886' MSL. Multiple buildings beginning 1.1 NM from departure end of runway, 378' left of centerline, up to 142' AGL/918' MSL

SILVER BAY, MN

SILVER BAY MUNI (BFW) ORIG 93035 (FAA)

TAKE-OFF MINIMUMS: Rwys 7, 25, 300-1.



SIOUX FALLS, SD

JOE FOSS FIELD (FSD)

AMDT 7 07242 (FAA)

TAKE-OFF MINIMUMS: Rwv 15, 200-1 or std. w/min. climb of 404' per NM to 1700. Rwv 33, 200-11/4 or std. w/min_climb of 343' per NM to 1700

DEPARTURE PROCEDURE: Rwv 3, climb heading 030° to 2300 before turning eastbound, Rwv 9, climb heading 098° to 2000, then left turn direct FSD VORTAC, Rwy 15, climb heading 150° to 2000, then right turn direct FSD VORTAC, Rwv 21, climb heading 210° to 2200 before turning eastbound. Rwy 27, climb heading 278° to 2100 before turning eastbound, Rwv 33. climb heading 330° to 2200 before turning eastbound.

NOTE: Rwv 9. antenna 2238' from departure end of runway, 919' right of centerline, 87' AGL/1506' MSL. Pole 1256' from departure end of runway, 23' left of centerline 43' AGI /1464' MSI Windsock 331' from departure end of runway, 582' right of centerline, 14' AGL/1433 MSL. Rwv 15, antenna 3056 from departure end of runway, 983' left of centerline 117' AGL/1576' MSL. Multiple trees beginning 1211' from departure end of runway, 471' left of centerline, up to 38' AGL/1477' MSL. Tower 3102' from departure end of runway, 972' left of centerline, 61' AGL/1520' MSL, Trees and pole beginning 1746' from departure end of runway, 316' right of centerline, up to 87' AGL/1516' MSL. Rwv 21. multiple trees beginning 428' from departure end of runway, 522' right of centerline, up to 75' AGL/1497' MSL, Rwv 27, multiple trees beginning 2528' from departure end of runway, 1027' left of centerline, up to 100' AGL/1509' MSL. Rwy 33, 2 lighted radio towers 3639' from departure end of runway, 894' left of centerline, 88' AGL/1585' MSL, multiple trees beginning 5370' from departure end of runway, 891' left of centerline, up to 175' AGL/1603' MSL, pole 5724' from departure end of runway, 1701' left of centerline, 45' AGI /1594'MSI

SPEARFISH.SD

BLACK HILLS-CLYDE ICE FIELD (SPF)

TAKE-OFF MINIMUMS: Rwvs 3. 8. 21. 35. 700-2 (NA at night.). Rwy 13, 900-2 or std. with a min. climb of 300' per NM to 5400. Rwy 17, NA. Rwys 26, 31, 700-2 or std. with a min. climb of 370' per NM to 4700.

DEPARTURE PROCEDURE: Rwys 3, 8, turn left. Climb to 6500, intercept the 046° bearing outbound from SPF NDB. Thence... Rwy 13, climb runway heading to 4300, then climbing left turn to 6500 via heading 360° to intercept the 046° bearing outbound from SPF NDB. Thence... Rwys 21, 35, turn right. Climb to 6500 intercept the 046° bearing outbound from SPF NDB. Thence... Rwy 26, climbing right turn to 6500 via heading 330°, intercept the 297° bearing outbound from SPF NDB. Thence... Rwy 31, after take-off, intercept 297° bearing outbound from SPF NDB. Climb to 6500. Thence... THENCE... Continue climb to enroute MEA's before proceeding on course.

STAPLES, MN

STAPLES MUNI (SAZ) AMDT 2 87211 (FAA) TAKE-OFF MINIMUMS: Rwy 14, 400-2.

STURGIS, SD

STURGIS MUNI (49R)

ORIG 96284 (FAA)

DEPARTURE PROCEDURE: Rwv 11. climb runwav heading to 6000, then direct RAP VORTAC. Rwy 29, climb runway heading to 5000, then climbing right turn to 6000 direct RAP VORTAC.

THIEF RIVER FALLS, MN

THIEF RIVER FALLS RGNL (TVF)

ORIG 09071 (FAA)

NOTE: Rwv 3. trees beginning 3058' from DER, 678' right of centerline, up to 100' AGL/1229' MSL. Rwv 13. trees beginning 565' from DER, 372' left of centerline. up to 100' AGL/1214' MSL. Trees beginning 1337' from DER, 531' right of centerline, up to 100' AGL/ 1209' MSL. Rwv 21. trees beginning 214' from DER. 544' right of centerline, up to 100' AGL/1204' MSL. Trees beginning 2185' from DER, 33' left of centerline. up to 100' AGL/1209' MSL. Rwv 31, trees beginning 126' from DER, 410' right of centerline, up to 100' AGL/1214' MSL. Trees beginning 199' from DER, 413' left of centerline, up to 100' AGL/1209' MSL. Trees beginning 1204' from DER, 449' right of centerline, up to 100' AGL/1199' MSL. Trees beginning 1579' from DER, 495' left of centerline, up to 100' AGL/1214' MSL.

TIOGA, ND

TIOGA MUNI (D60) ORIG 09239 (FAA)

> TAKE-OFF MINIMUMS: Rwvs 3. 21. NA-Environmental.

NOTE: Rwv 12, vehicle on road 1243' from DER 78' left of centerline, 15' AGL/2304' MSL, Vehicle on road. tree and pole beginning 618' from DER, 50' right of centerline, up to 100' AGL/2419' MSL, Ground 21' from DER, 481' right of centerline, 2272' MSL, Rwv 30. vehicle on road 1' from DER, 144' left of centerline, 15' AGL/2256' MSL.

TOWER. MN

TOWER MUNI (12D)

ORIG 09127 (FAA)

TAKE-OFF MINIMUMS: Rwv 8. NA - Obstacles. NOTE: Rwy 26, tree 2315' from DER, 700' right of centerline, 100' AGL/1479' MSL.

VERMILLION, SD

HAROLD DAVIDSON FIELD (VMR)

AMDT 1 09239 (FAA)

NOTE: Rwy 12, road 1' from DER, 200' right of centerline, up to 15' AGL/1156' MSL. Multiple trees beginning 541' from DER, 366' right of centerline, up to 62' AGL/1202' MSL. Rwy 30, road 79' from DER 342' left of centerline 15' AGL/1155' MSL. Road 200' from DER, 450' right of centerline, 15' AGL/1160' MSL. Fence 199' from DER, 347' left of centerline, 6' AGL/1150'MSL.

WAHPETON, ND

HARRY STERN (BWP) ORIG 93259 (FAA)

TAKE-OFF MINIMUMS: Rwy 3, 300-1.



WARREN MN

WARREN MUNI (D37)

ORIG 02108 (FAA)

DEPARTURE PROCEDURE: Rwv 30, climb runway heading to 1400 before turning on course

WARROAD MN

WARROAD INTI MEMORIAI (RRT)

ORIG 08101 (FAA)

TAKE-OFF MINIMUMS: Rwvs 4, 22, NA-Environmental

WASECA. MN

WASECA MUNI (ACQ)

ORIG 09015 (FAA)

NOTE: Rwy 15, tree 560' from departure end of runway 560' right of centerline 100' AGI /1239' MSL. Terrain beginning 172' from departure end of runway, on centerline, up to 1149' MSL, Rwy 33. tree 5042' from departure end of runway, 1533' right of centerline, 100' AGL/1259' MSL.

WATERTOWN, SD

WATERTOWN RGNL (ATY)

ORIG 07242 (FAA)

NOTE: Rwv 12, tree 2015 from departure end of runway, 328' right of centerline, 100' AGL/1783' MSL. Rwv 30, trees 2149' from departure end of runway, 10' right of centerline, 51' AGL/1810' MSL. Tree 2200' from departure end of runway 441' left of centerline, 70' AGL/1810' MSL. Tree 2082' from departure end of runway, 121' right of centerline, 55' AGI /1806' MSI

WATFORD CITY, ND

WATFORD CITY MUNI (\$25)

ORIG 98225 (FAA)

TAKE-OFF MINIMUMS: Rwv 30, 400-1 or std, with a min, climb of 340' per NM to 2600, Rwy 12, 300-1 or std. with a min climb of 300' per NM to 2600.

WHEATON. MN

WHEATON MUNI (ETH)

AMDT 1 92177 (FAA)

TAKE-OFF MINIMUMS: Rwv 16, 300-1, Rwvs 4, 22. NA.

WILLISTON, ND

SLOULIN FIELD INTL (ISN)

AMDT 3 00251 (FAA)

TAKE-OFF MINIMUMS: Rwy 29, 300-1 or std. with a min. climb of 270' per NM to 2300.

DEPARTURE PROCEDURE: Rwv 20, climb runwav heading to 2300 before turning westbound.

WILLMAR. MN

WILLMAR MUNIL IOHN L. RICE FIELD (RDH)

ORIG 06327 (FAA)

NOTE: Rwv 31, tree 1338 from departure end of runway, 740' left of centerline, 67' AGL/1193' MSI

WINNER SD

WINNER RGNI (ICR) AMDT 3 09127 (FAA)

> TAKE-OFF MINIMUMS: Rwys 3, 21, NA-Environmental

WINONA, MN

WINONA MUNI-MAX CONRAD FIELD (ONA)

AMDT 3 96228 (FAA)

TAKE-OFF MINIMUMS: Rwv 12, 300-1 or std. with a min, climb of 320' per NM to 800, Rwy 17. 600-1 or std with a min_climb of 500' per NM to 1300, Rwy 30, 500-1 or std. with a min. climb of 500' per NM to 1200, Rwy 35, 700-1 or std. with a min. climb of 390' per NM to 1500.

DEPARTURE PROCEDURE: Rwv 12. climb to 1900 via ONA R-110 before turning Rwys 17. 30, 35, climb runway heading to 1900 before turnina.

WORTHINGTON, MN

WORTHINGTON MUNI (OTG)

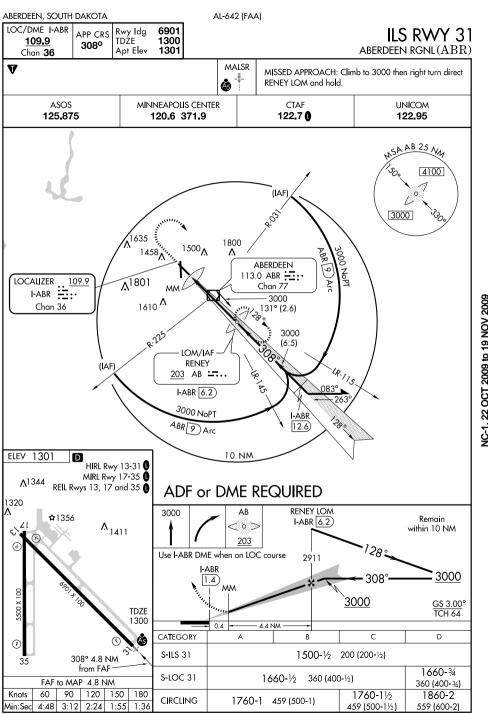
AMDT 2 88154 (FAA)

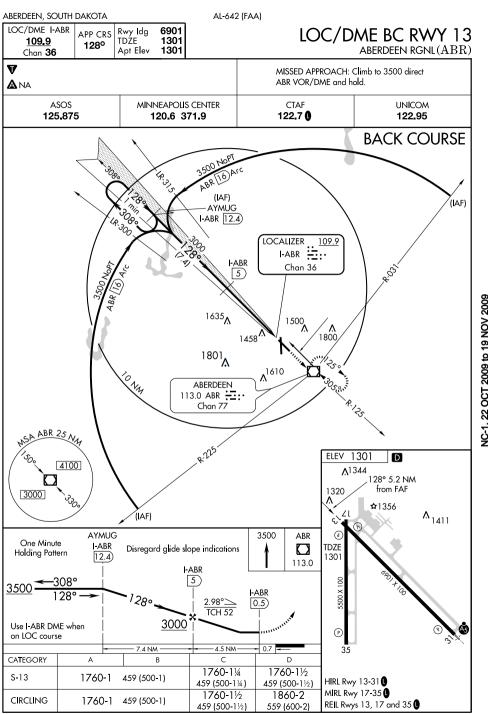
TAKE-OFF MINIMUMS: Rwv 17, 300-1. DEPARTURE PROCEDURE: Rwvs 11.17.29. 35, when weather is below 800-1 climb runway heading to 2400 before turning.

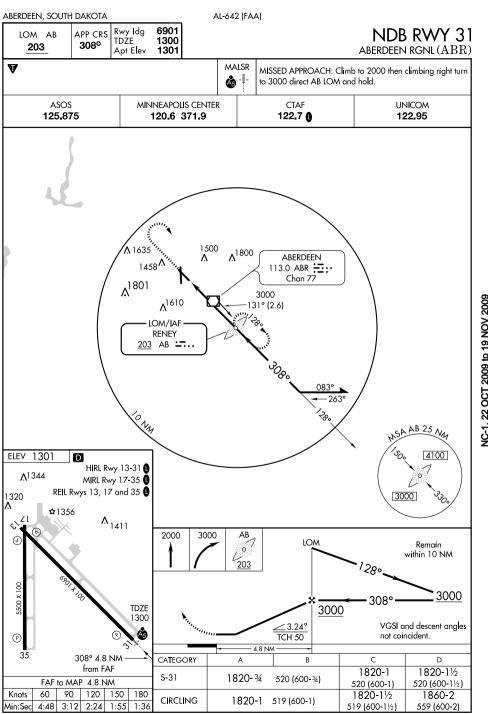
YANKTON.SD

CHAN GURNEY MUNI (YKN) AMDT 2 85003 (FAA)

TAKE-OFF MINIMUMS: Rwy 31, 300-1. DEPARTURE PROCEDURE: Rwvs 1.13.19. 31, climb runway heading to 2400 before turning.

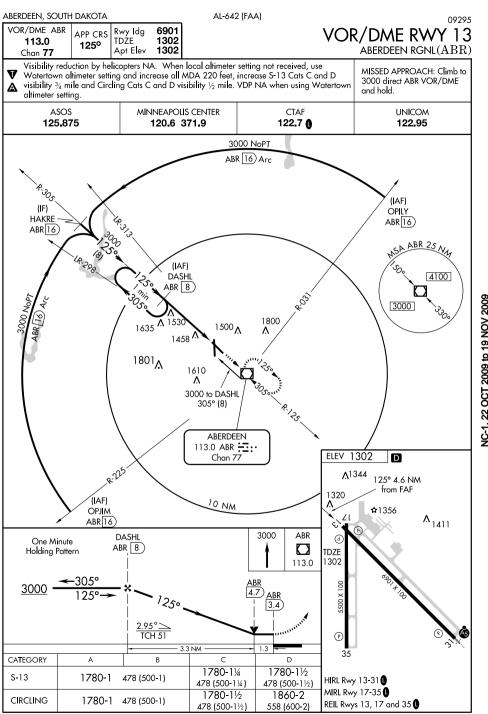


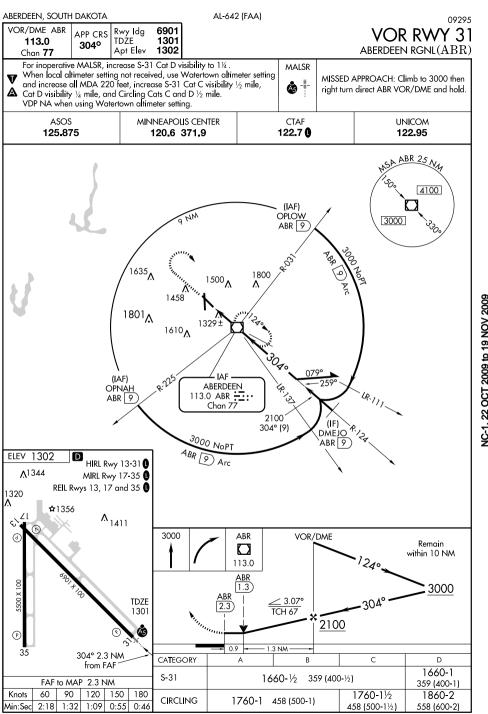


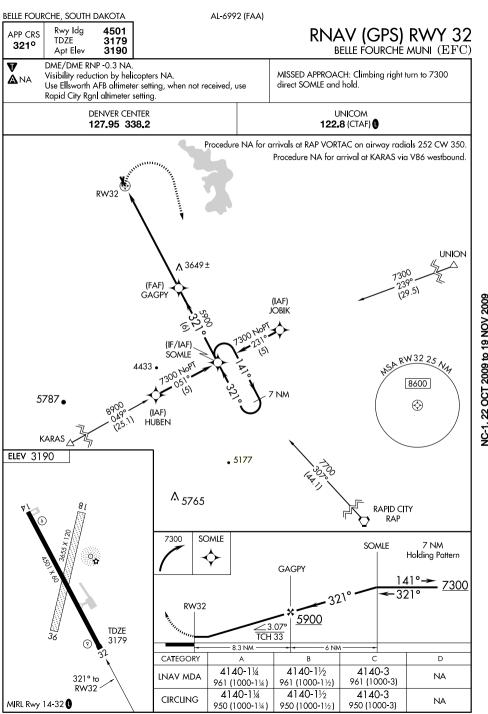


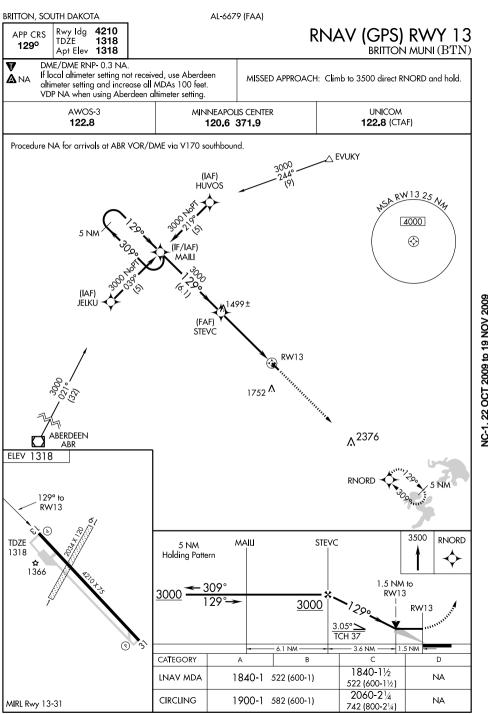
NC-1 22 OCT 2009 to 19 NOV 2009

UC-1 22 OCT 2009 to 19 NOV 2009



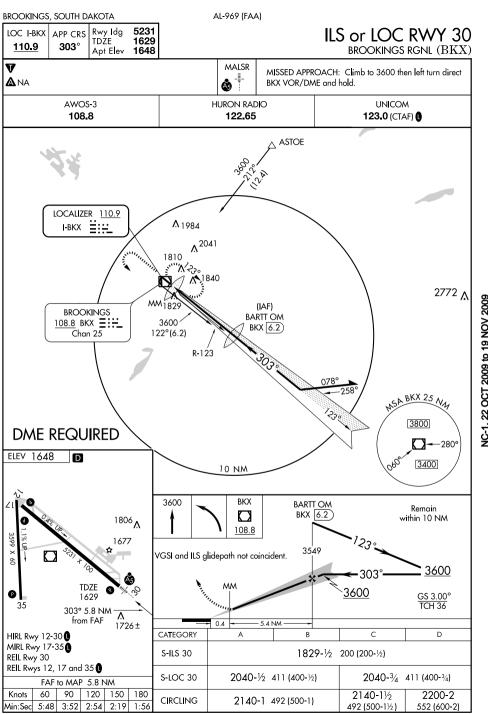


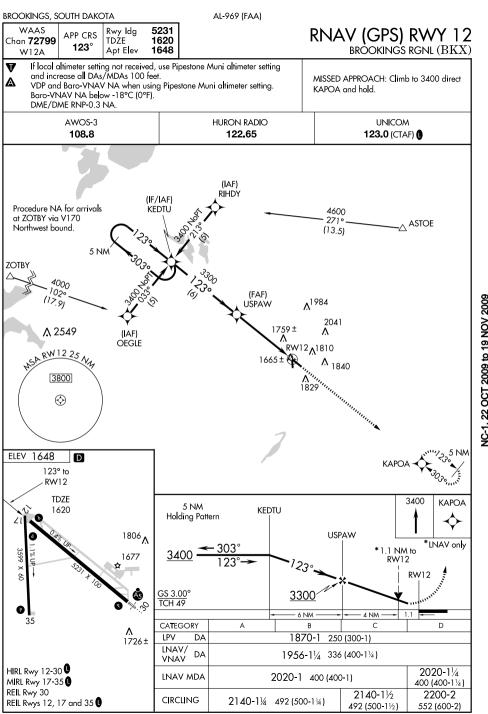


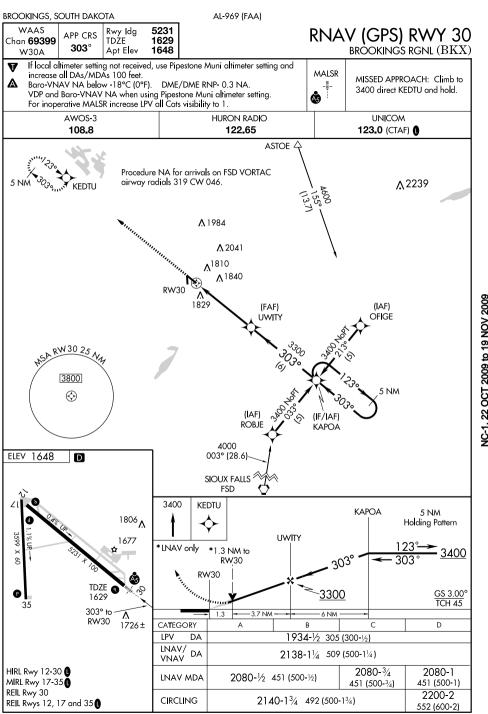


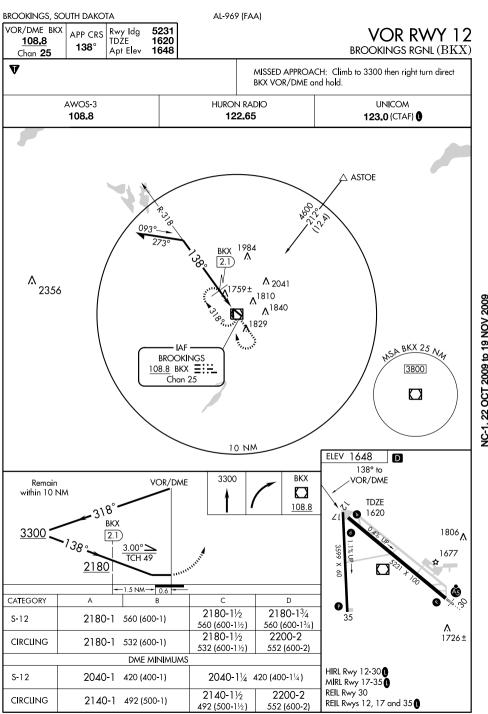
BRITTON, SOUTH DAKOTA AL-6679 (FAA) Rwy Idg 4210 RNAV (GPS) RWY 31 APP CRS TDŹE 1318 3090 BRITTON MUNI (BTN) Apt Elev 1318 DME/DME RNP-0.3 NA. V If local altimeter setting not received, use Aberdeen MISSED APPROACH: Climb to 3000 direct MAILI and hold. altimeter setting and increase all MDAs 100 feet. VDP NA when using Aberdeen altimeter setting. AWOS-3 MINNEAPOLIS CENTER UNICOM 122,8 120.6 371.9 122,8 (CTAF) SARW31 25 NZ 4000 **(** Variation of the State of the S RW31 1752 **∧** ۸^{1559 ±} **∧** 1679± (FAF) (IAF) HORTN ERSEZ ³600 2376 2850 RIRCO (IAF) (IF/IAF) THAVN RNORD **ELEV 1318** AMMAJ 3000 MAIL 5 NM RNORD Holding Pattern 1366 **HORTN** 1.4 NM to RW31 309° ≤3.04° TDZE RW31 TCH 37 1318 3000 1.4 NM 3.7 NM 6 NM -CATEGORY D Α 309° to 1820-11/2 RW31 NA LNAV MDA 1820-1 502 (600-1) 502 (600-11/2) 2060-21/4 CIRCLING 1900-1 582 (600-1) NA MIRL Rwy 13-31 742 (800-2¼)

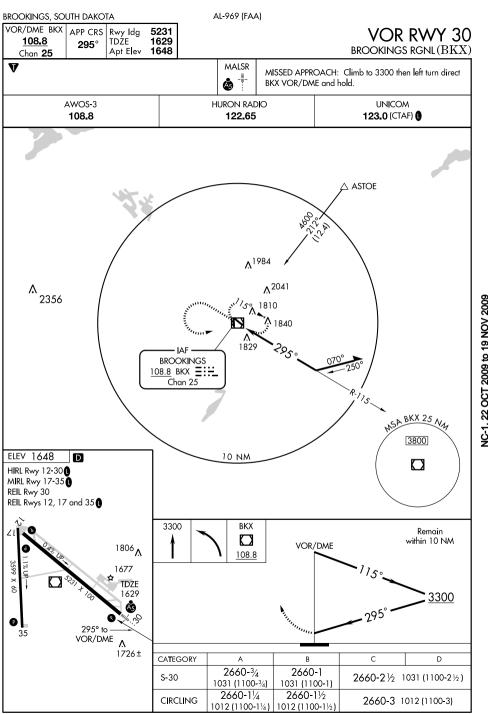
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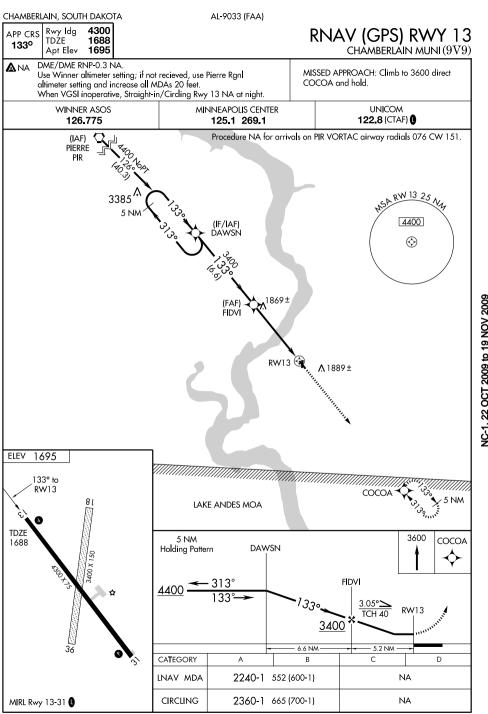


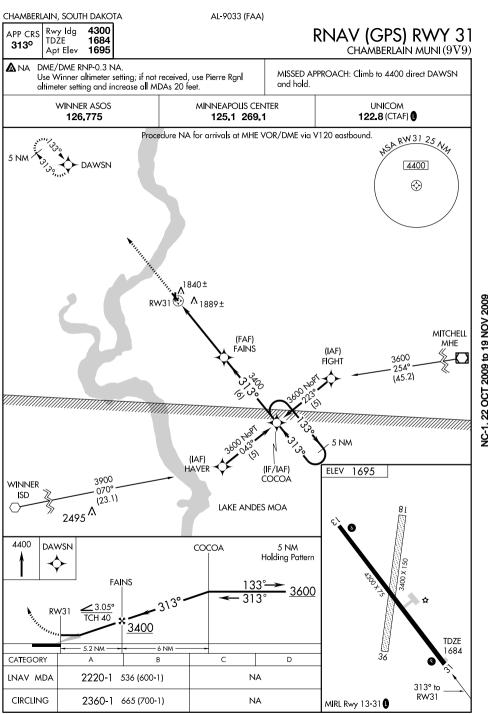


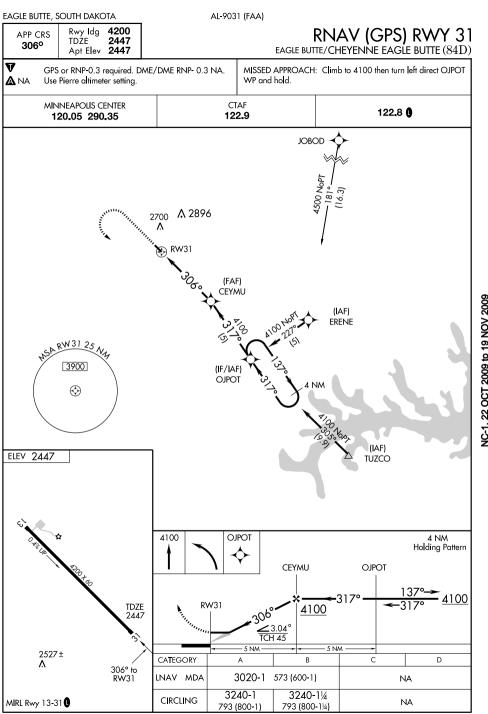


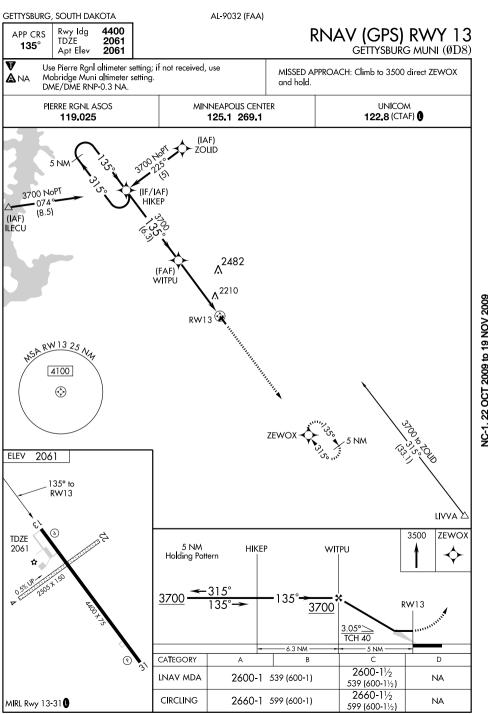


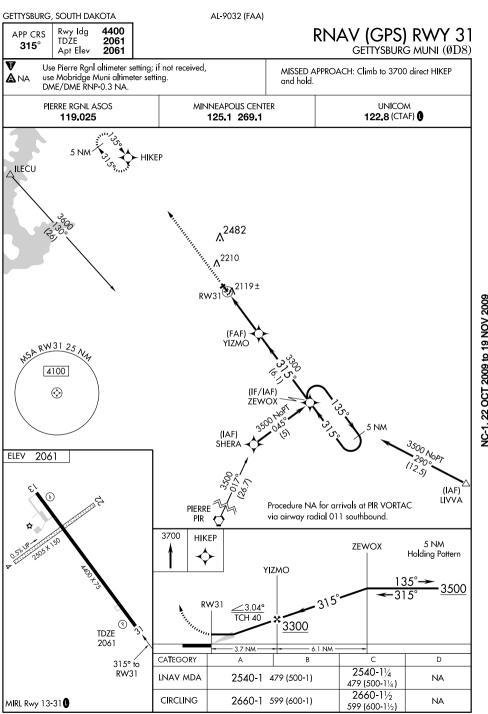


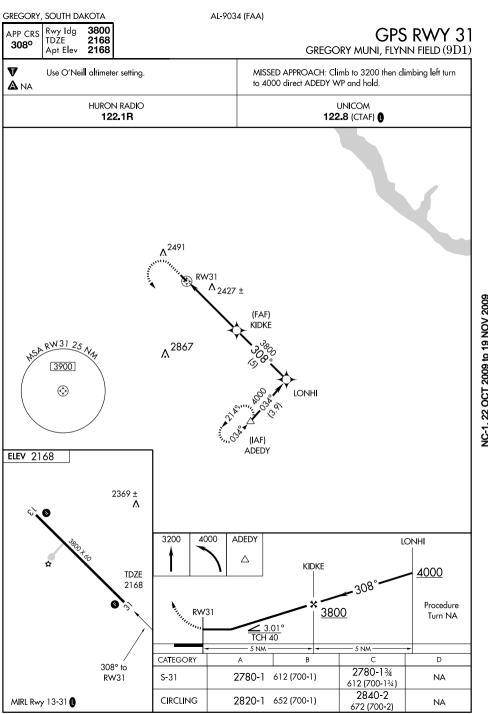


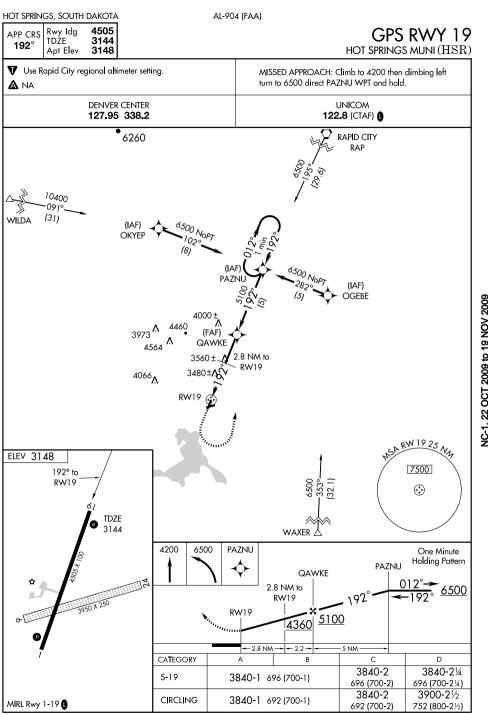


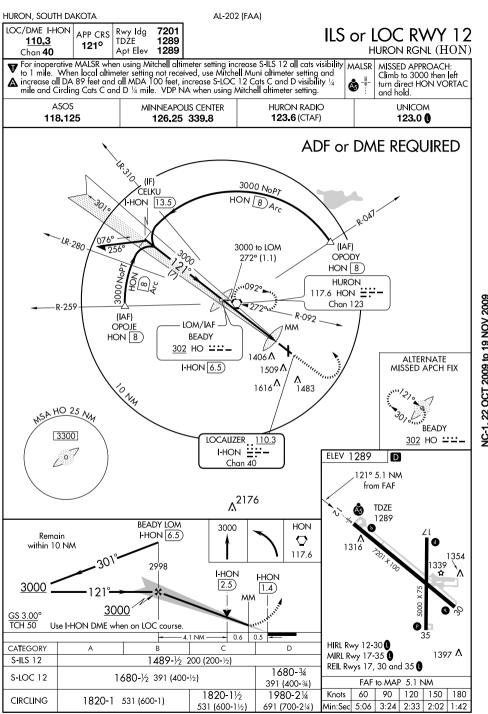


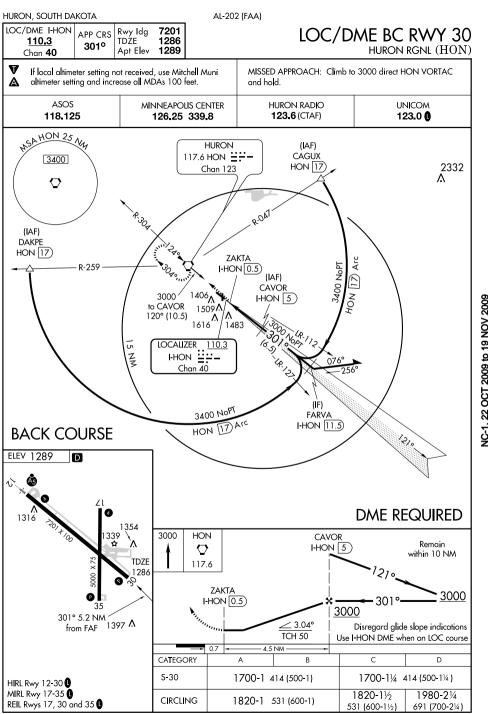


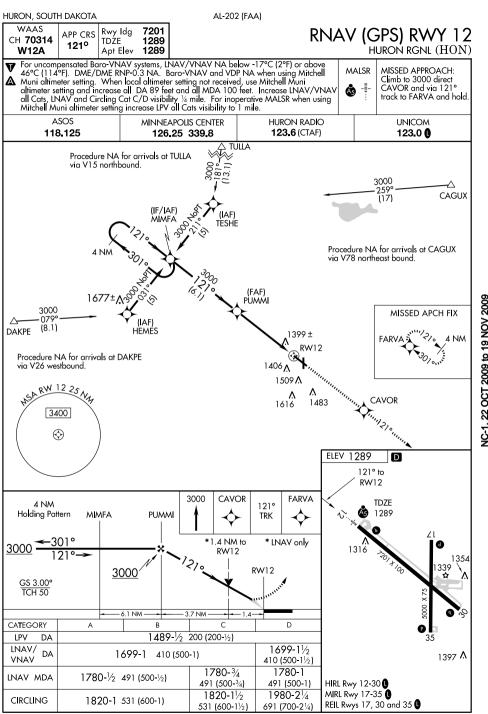


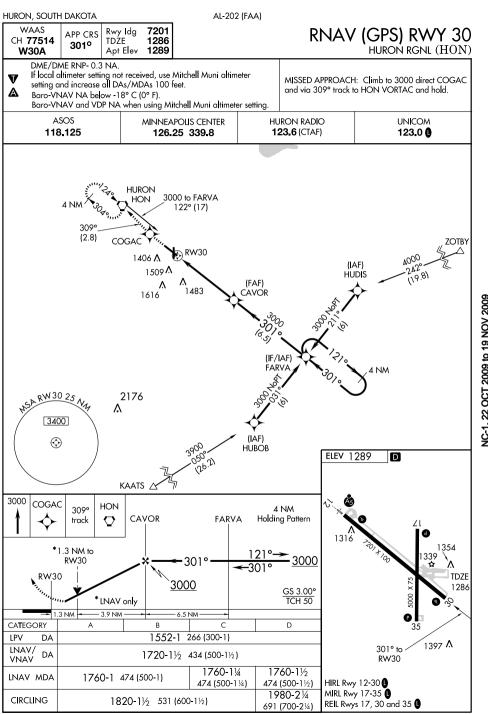


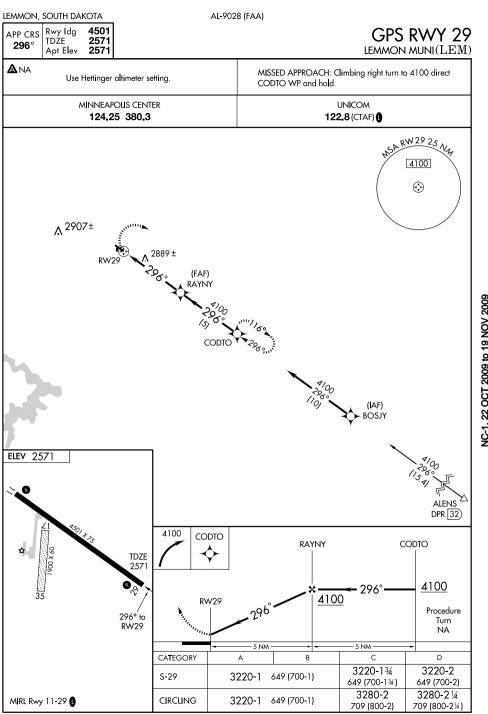


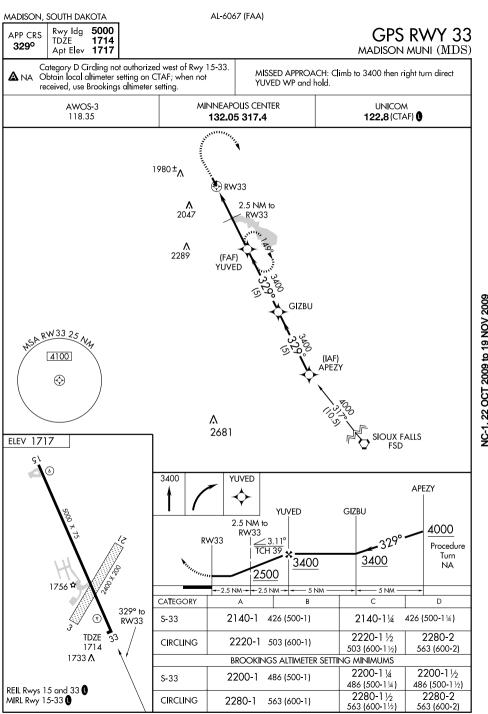


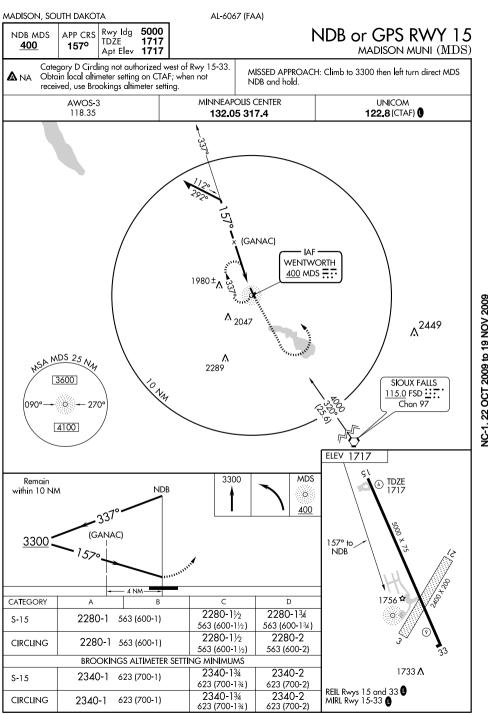


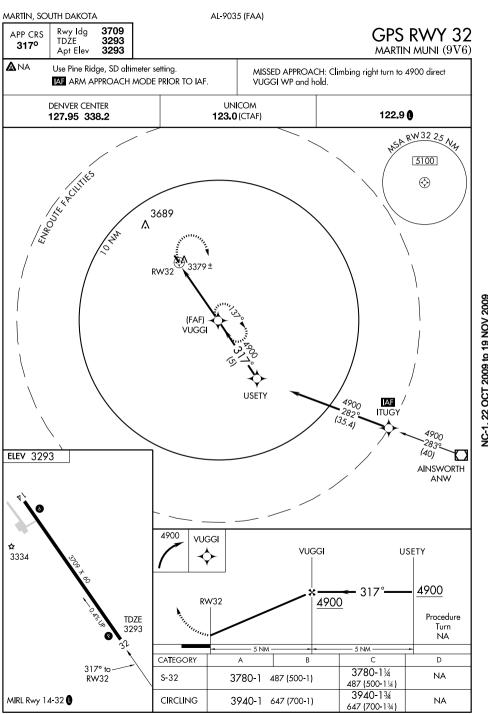


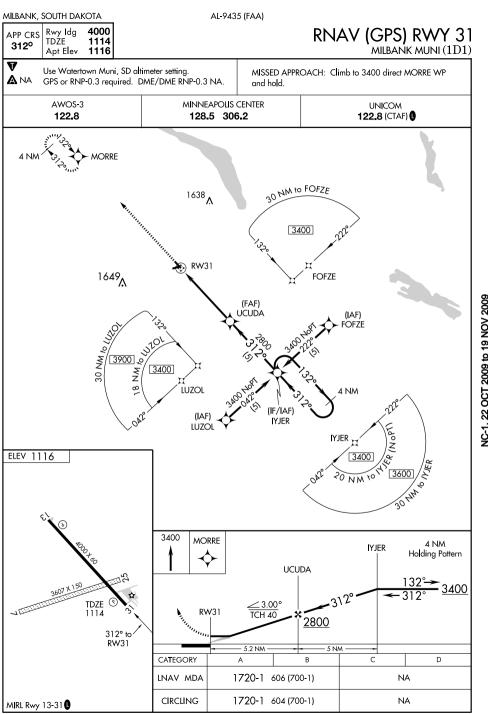


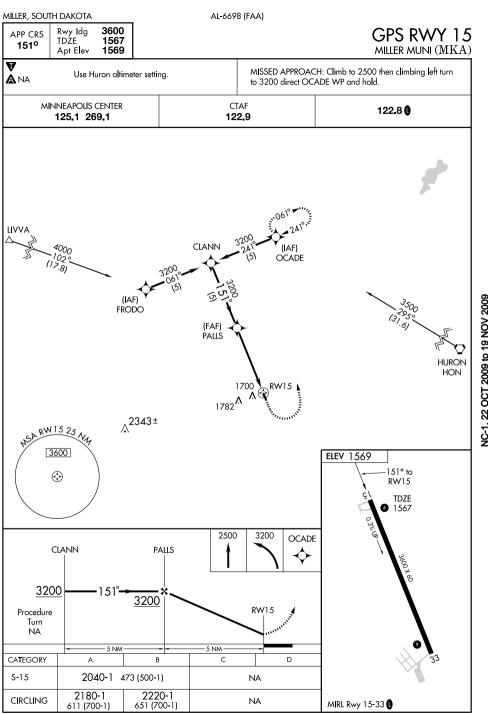


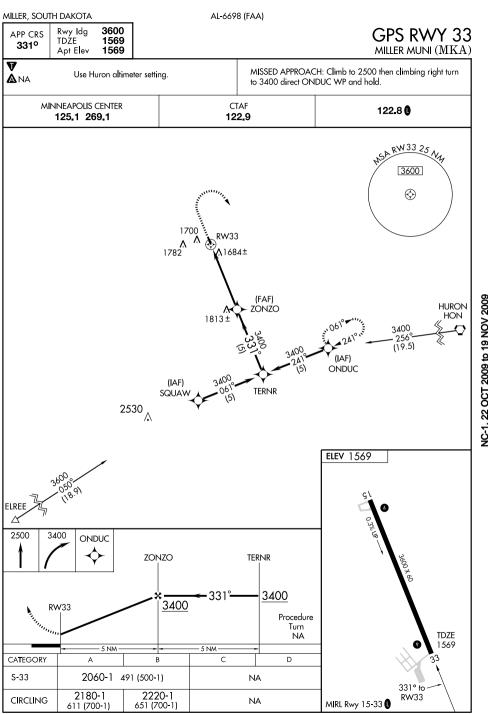


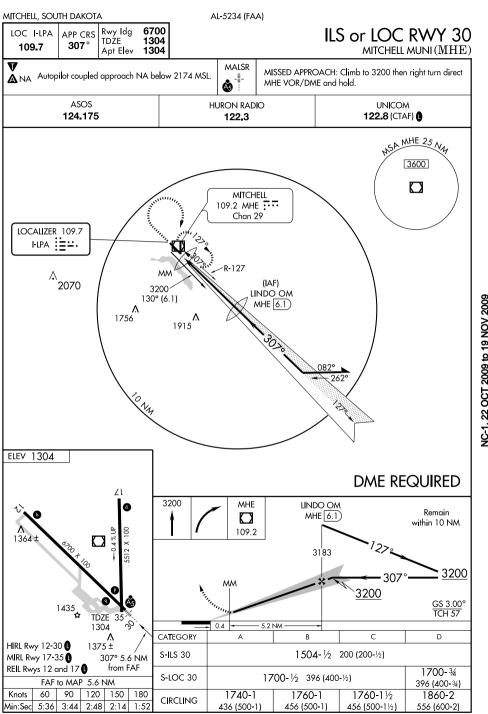


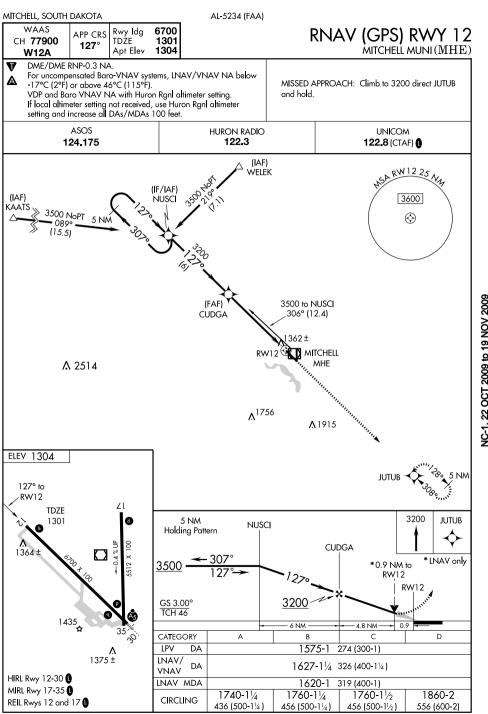


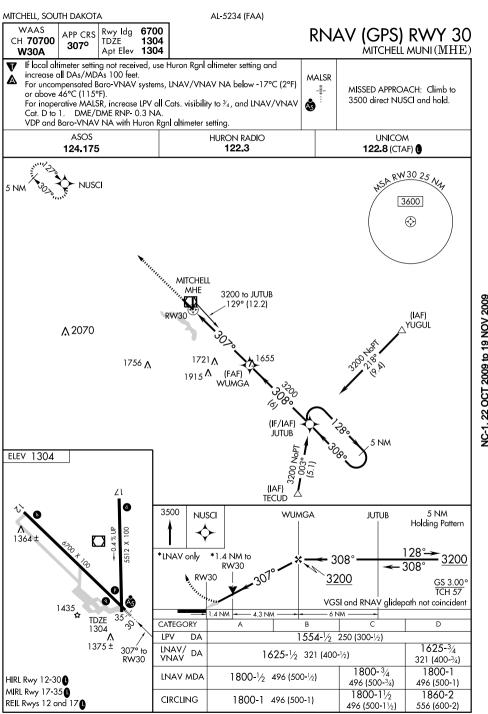


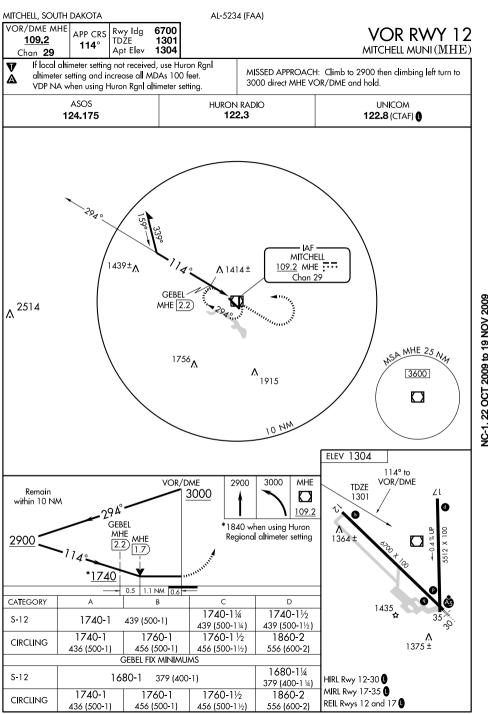


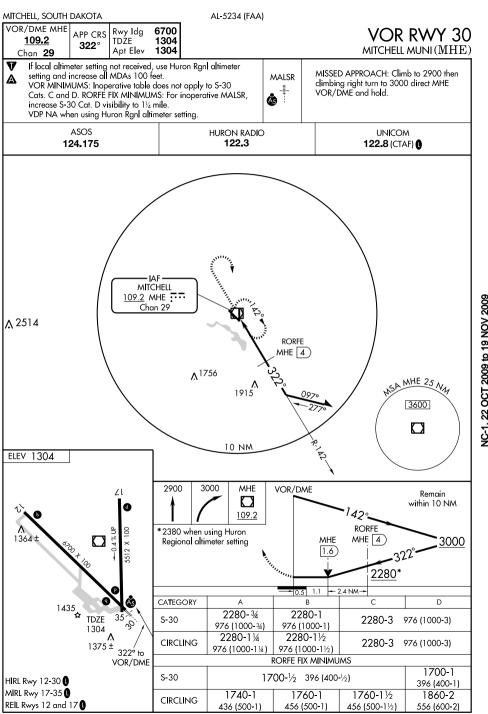


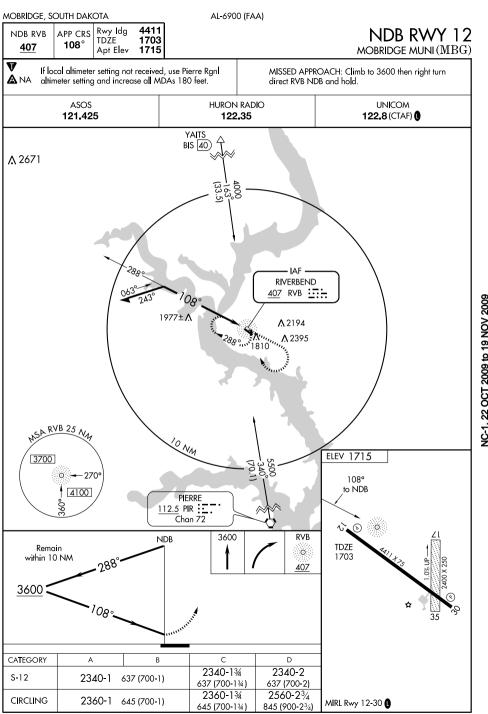


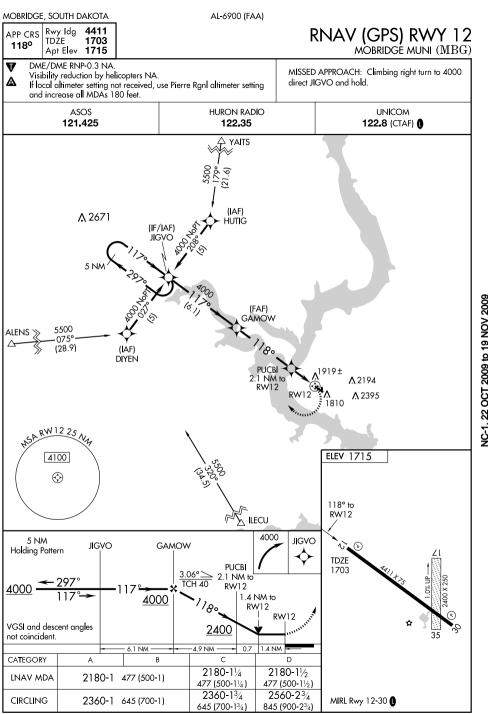


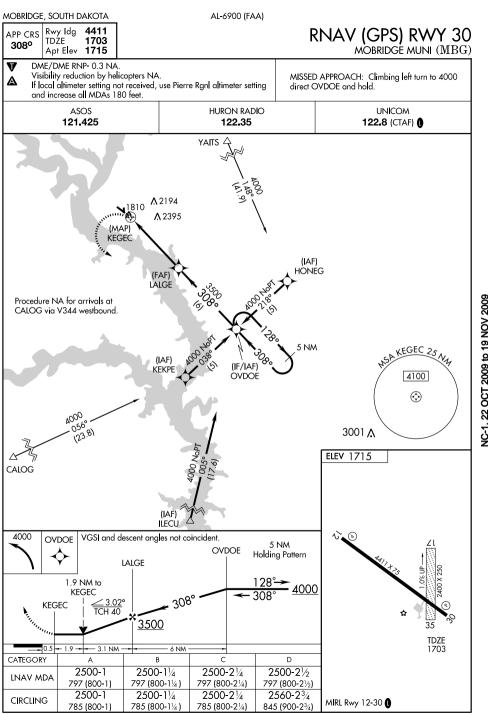


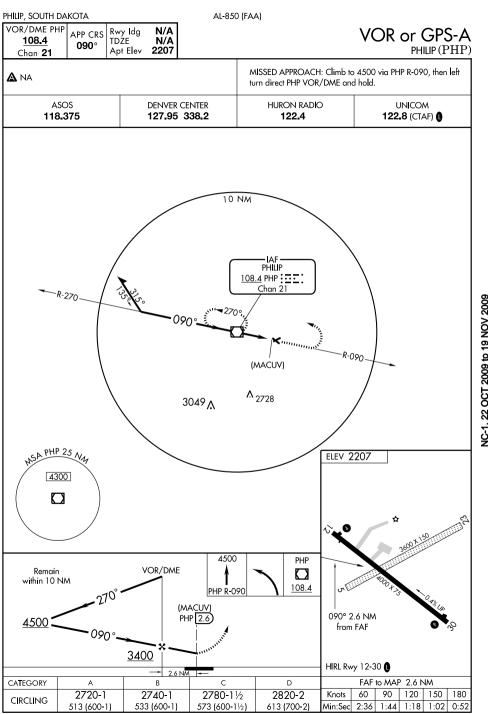


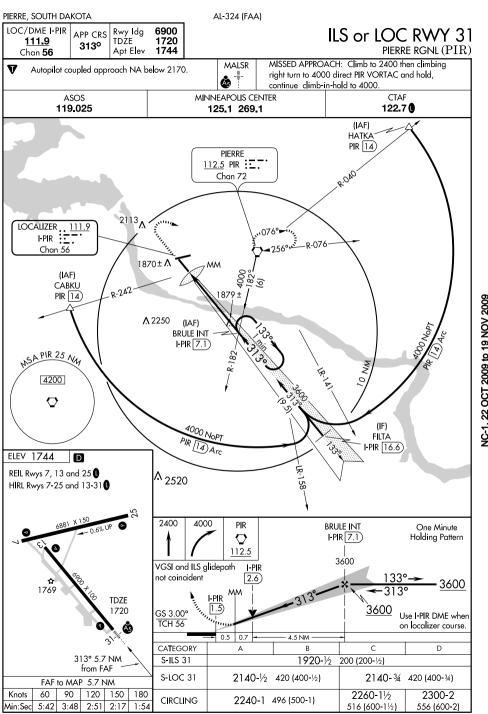


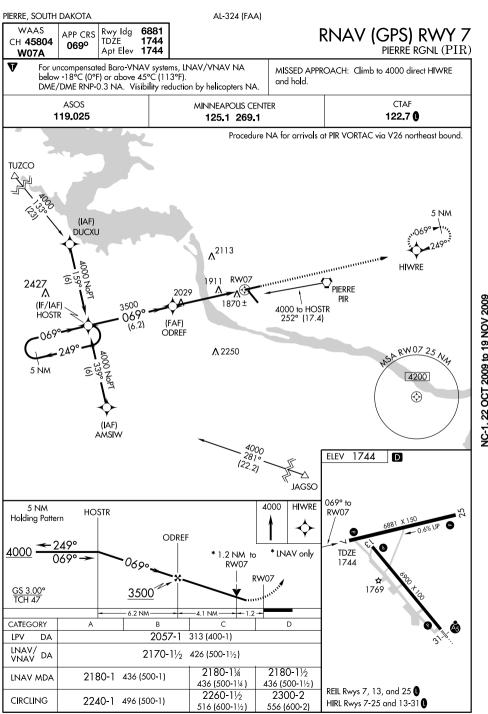


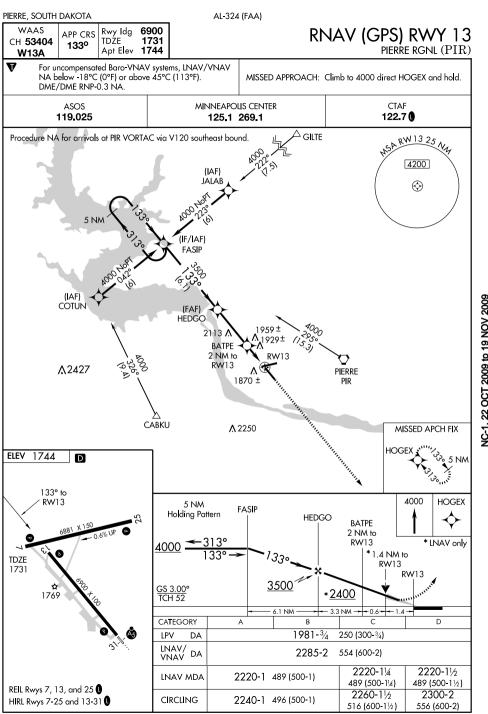


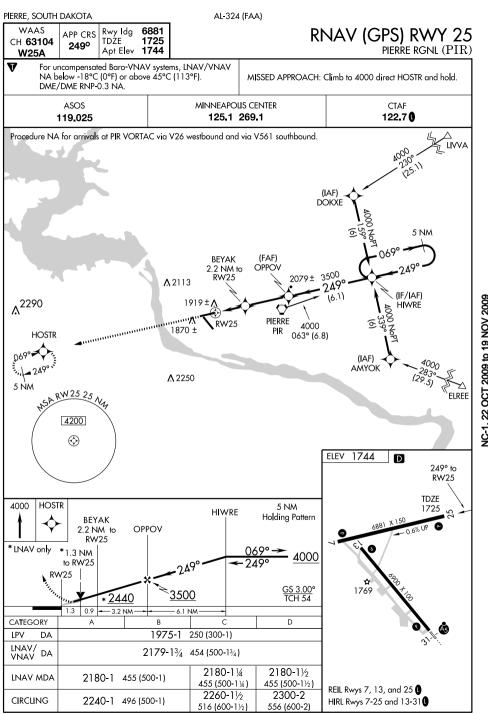


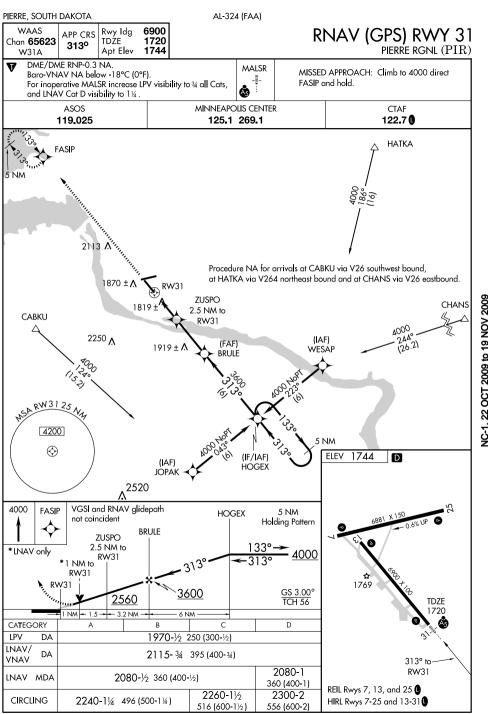


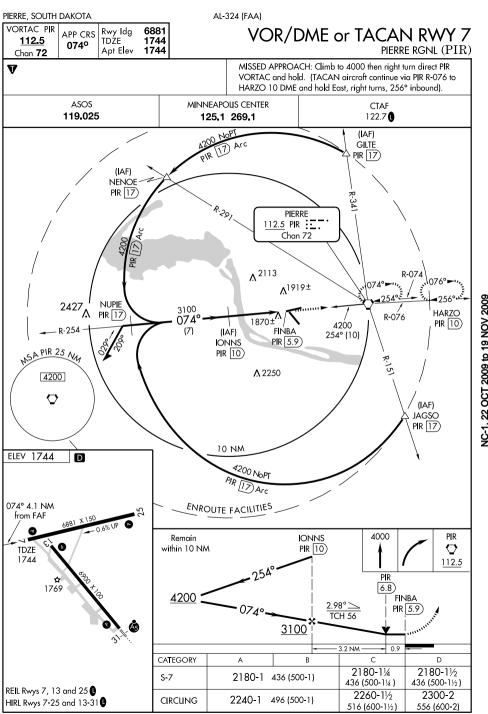


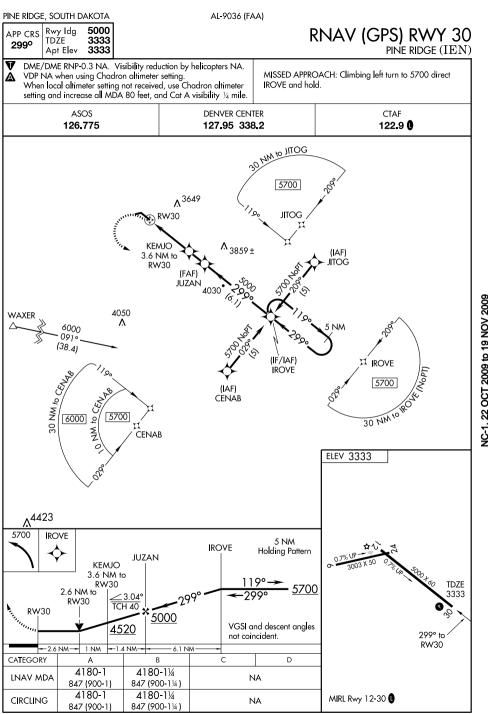


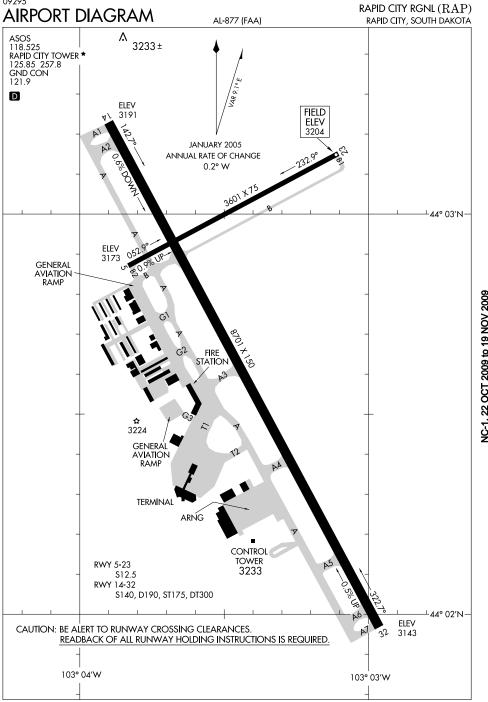


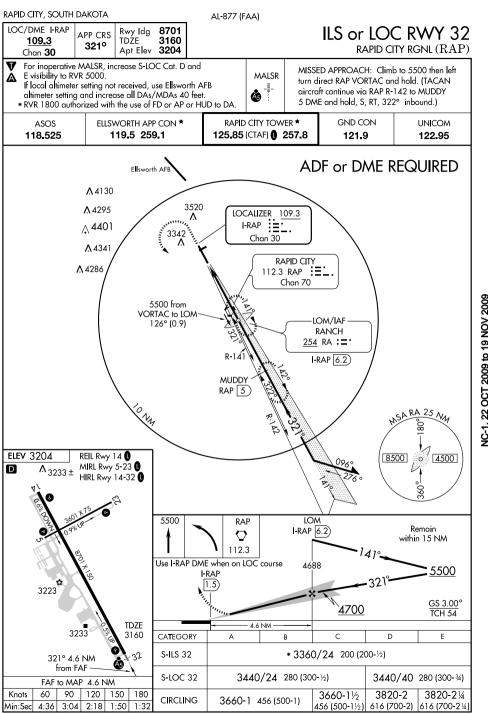


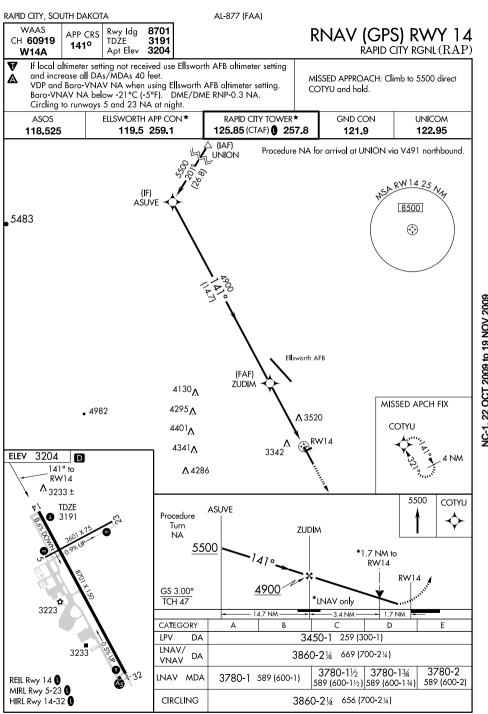


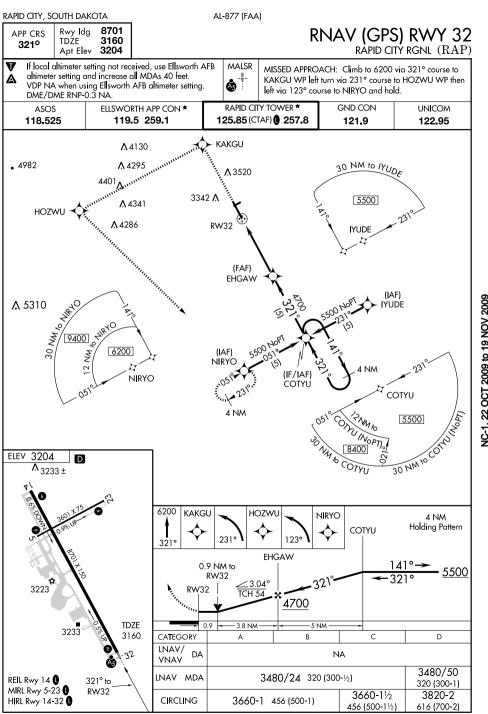


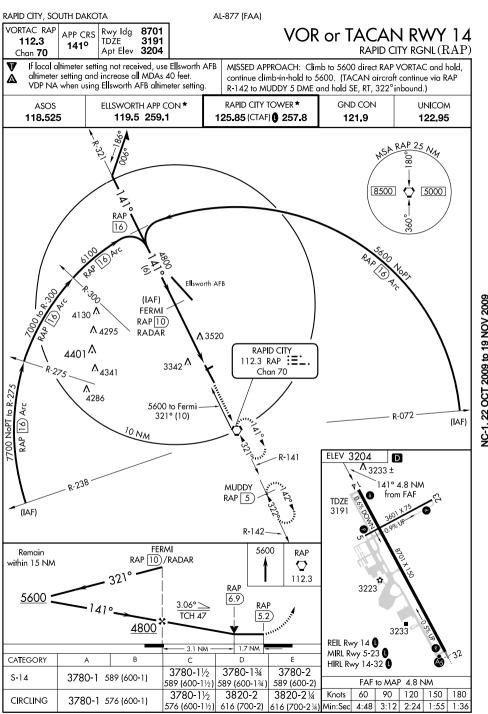


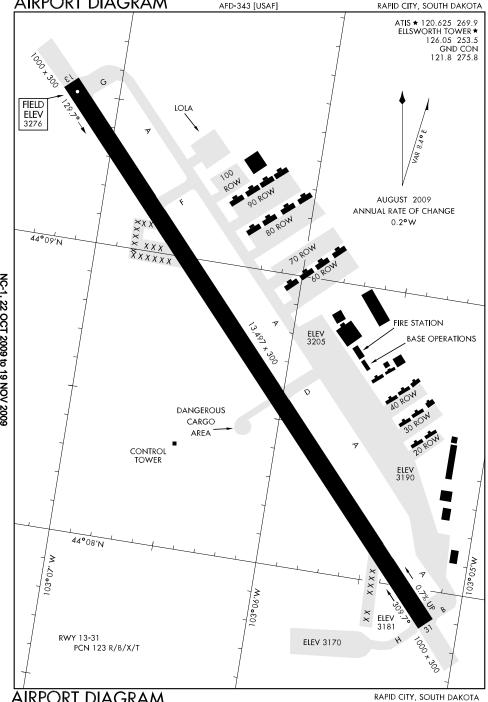


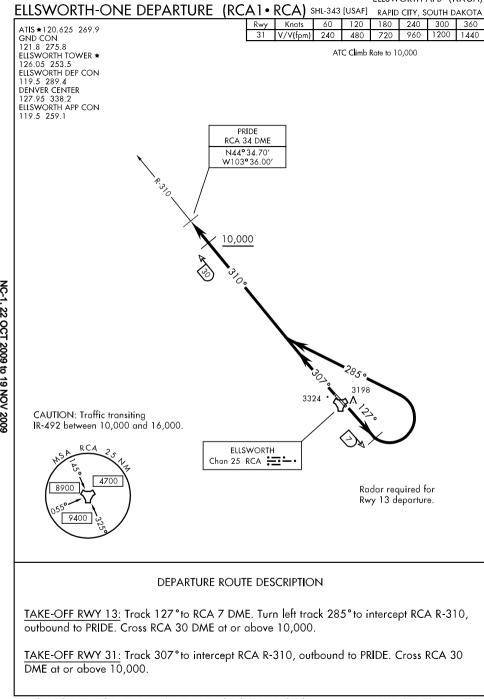


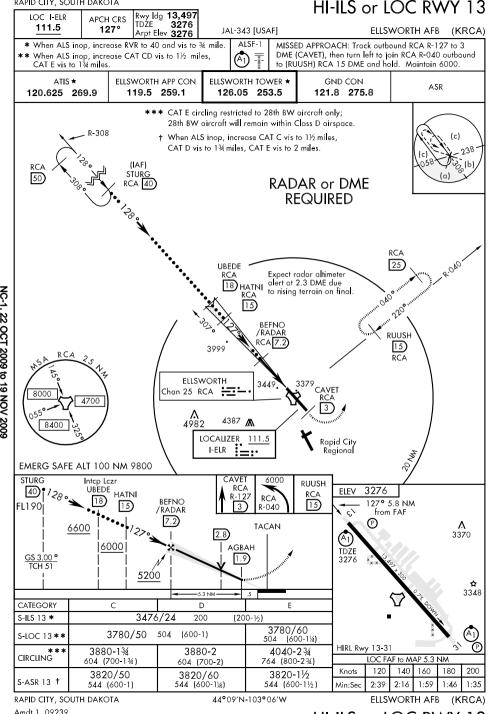


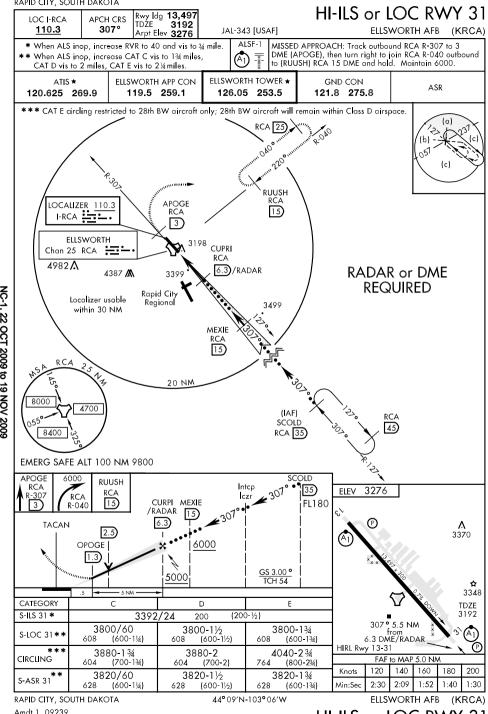


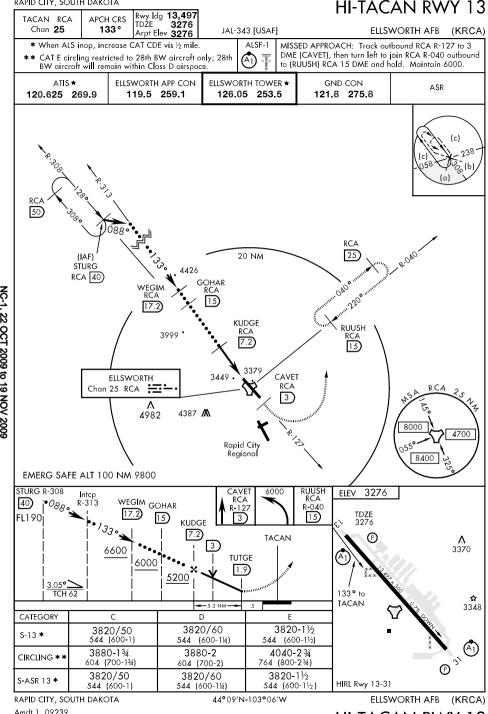


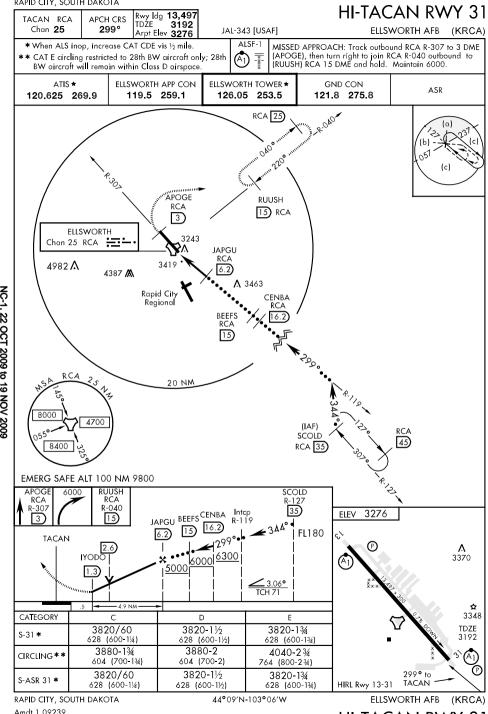


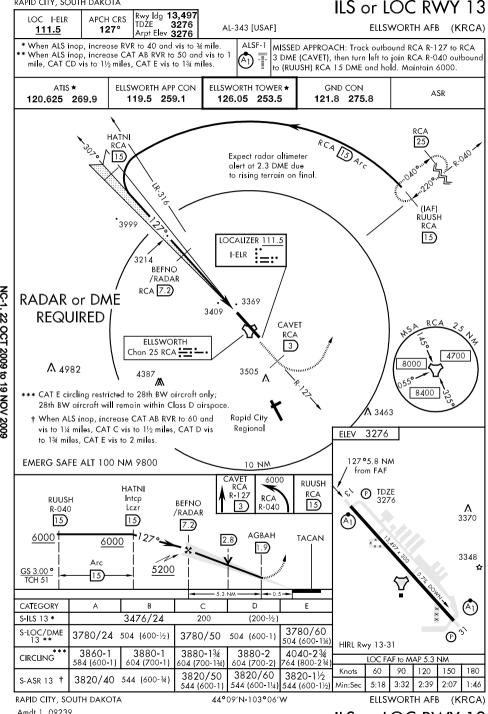


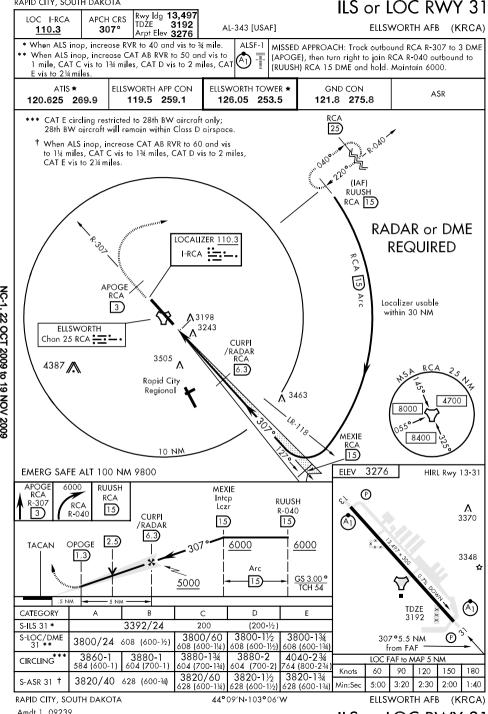


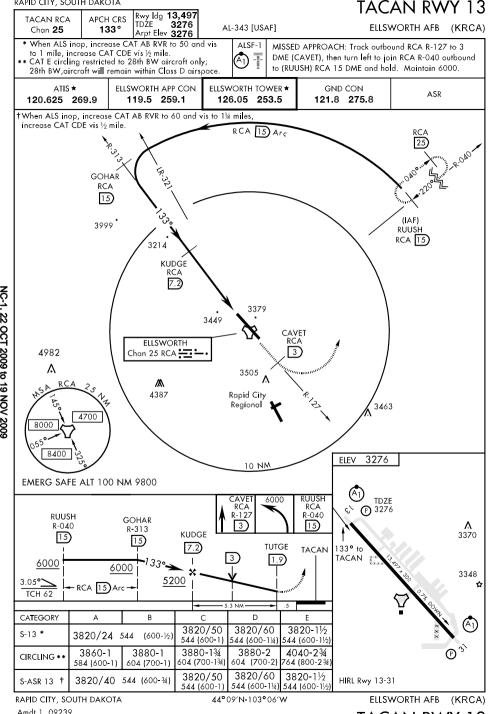


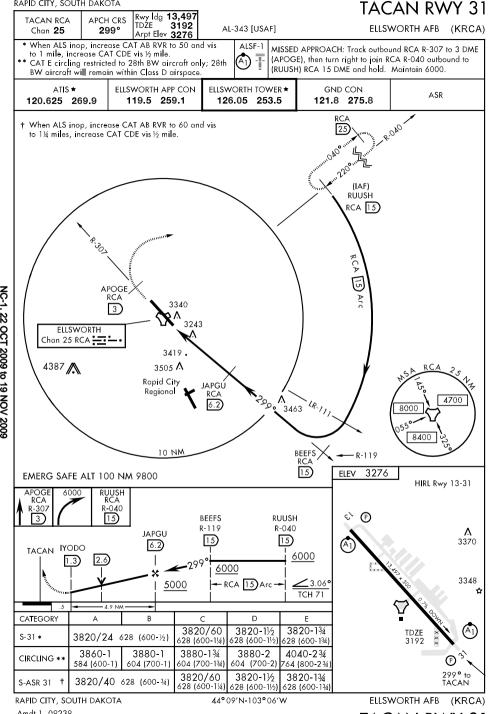


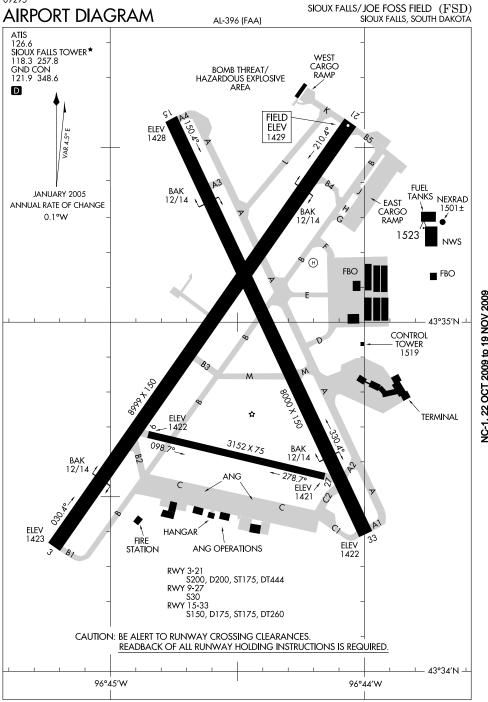


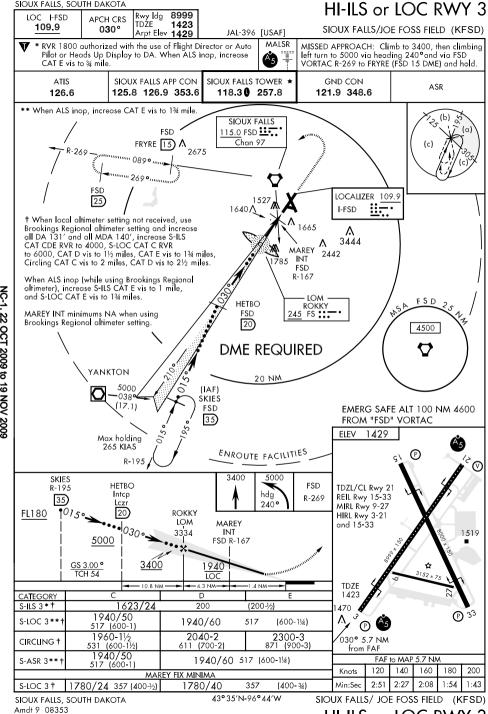


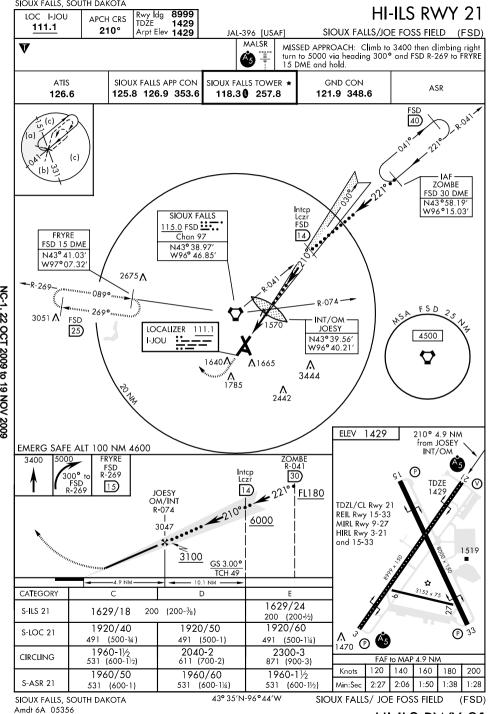


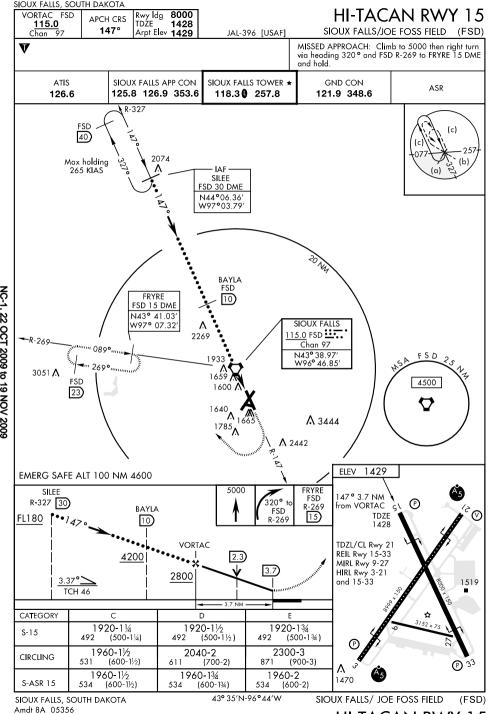


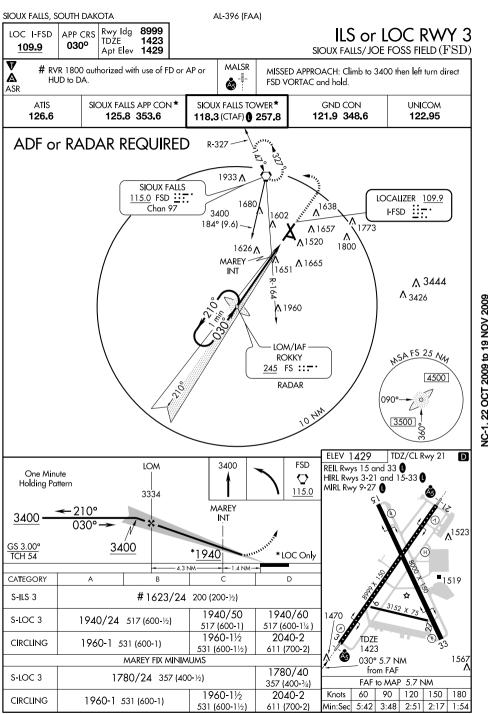


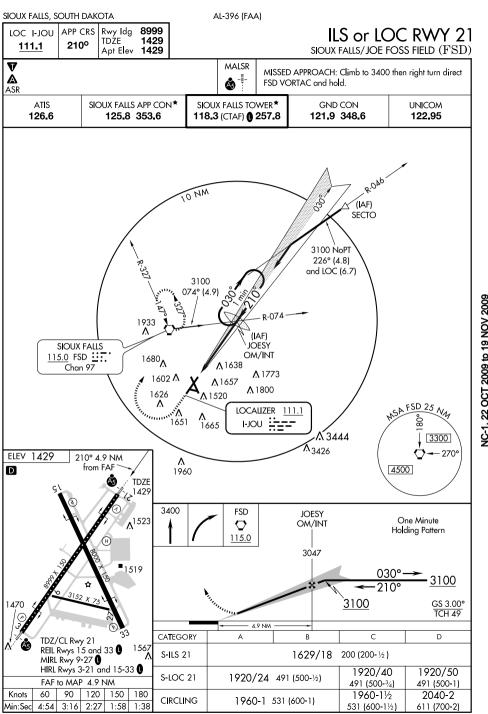


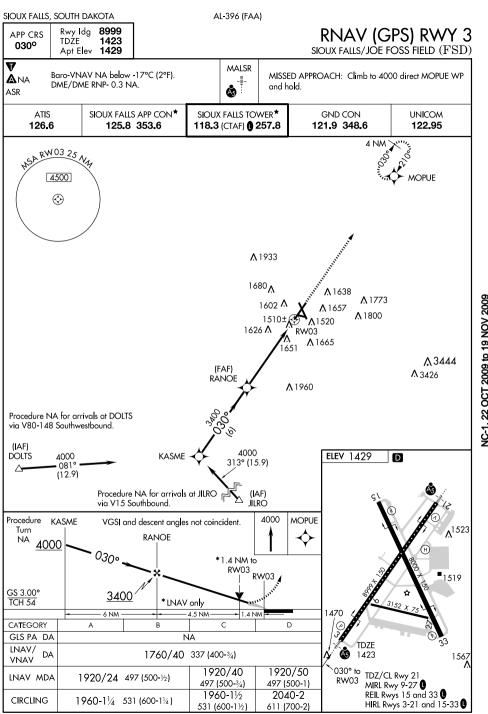


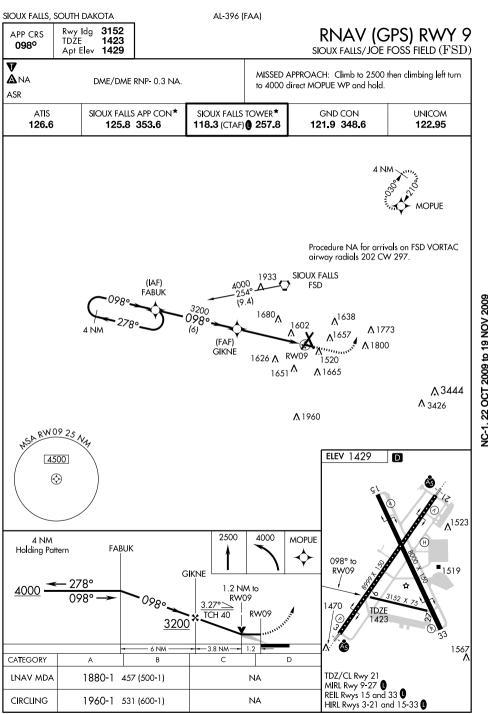


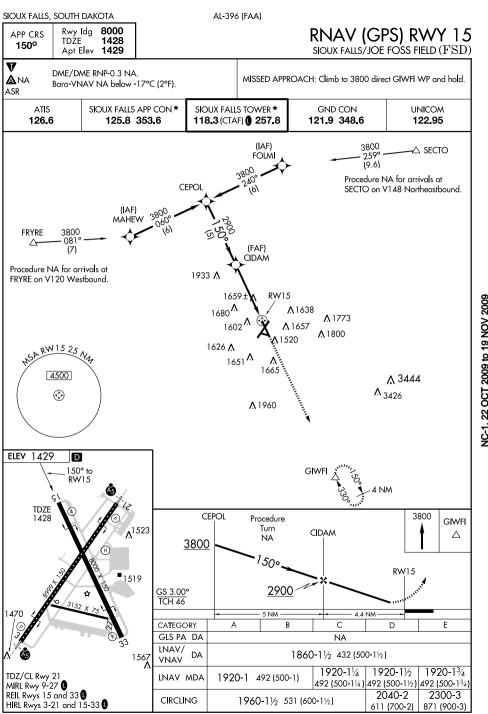


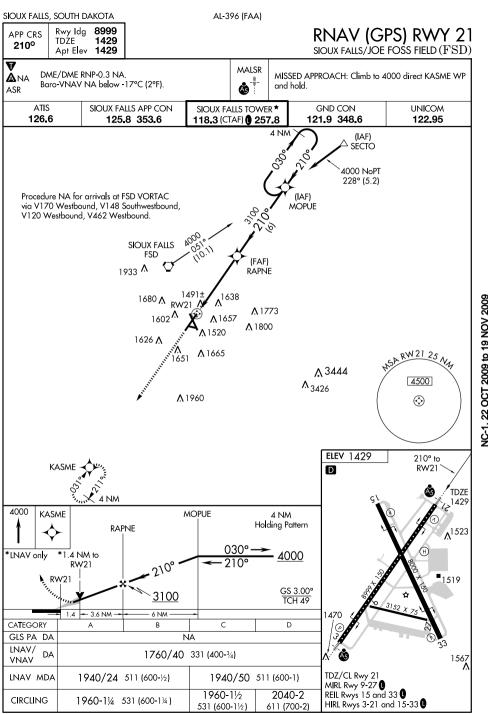


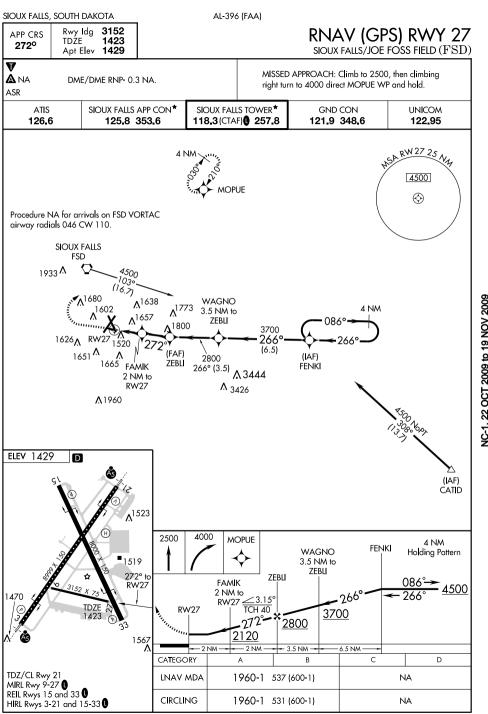




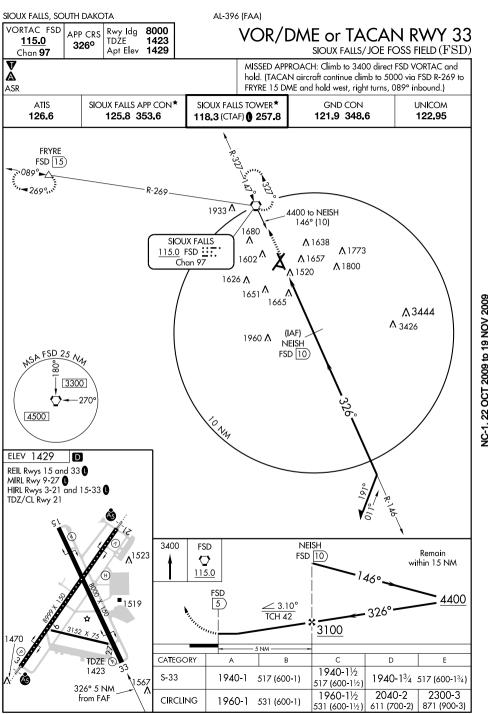


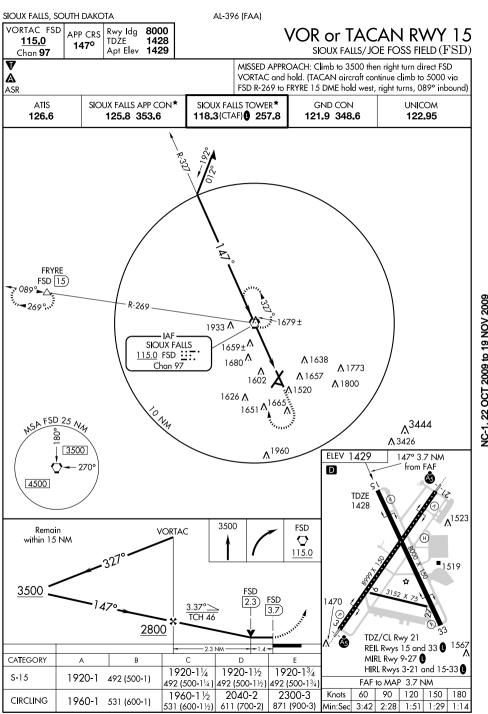


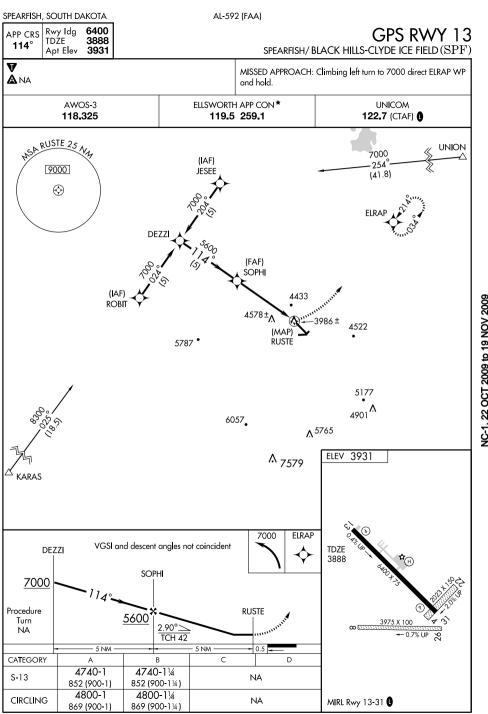


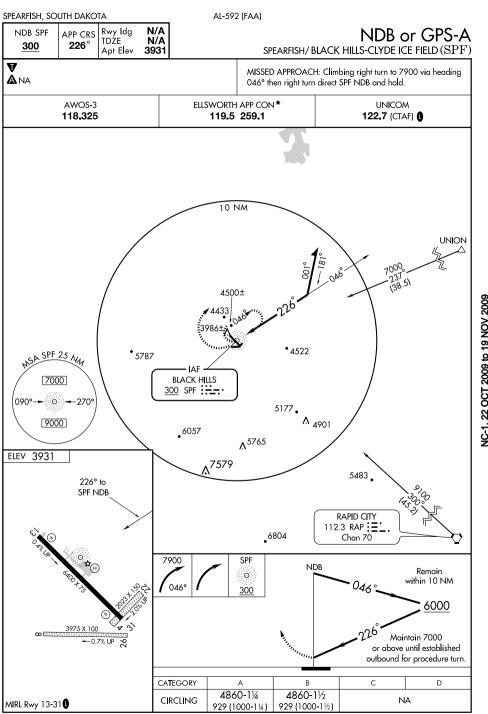


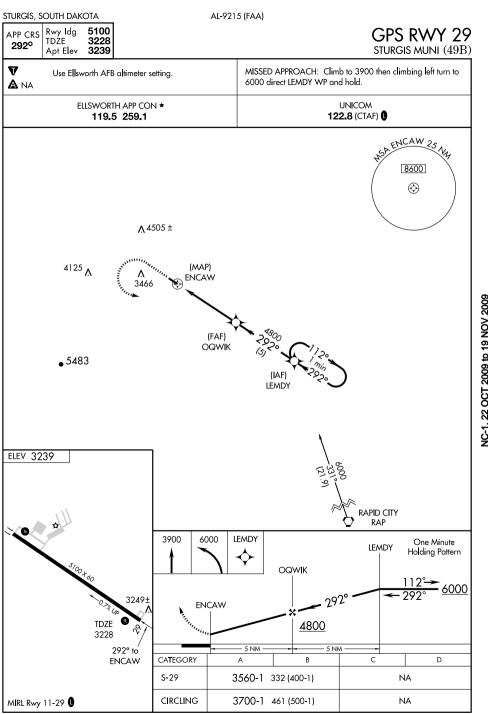
SIOUX FALLS, SOUTH	I DAKOTA	AL-396 (F	-AA)		
APP CRS Rwy TDZE				RNAV (G SIOUX FALLS/JOE	PS) RWY 33 F FOSS FIELD (FSD)
MANA DME/DM ASR DME/DM Baro-VN		MISSED APPROACH: Climb to 3800 direct CEPOL WP and hold.			
ATIS 126.6	SIOUX FALLS APP CON 125.8 353.6	SIOUX FALLS 1		GND CON 121.9 348.6	UNICOM 122.95
1933 A 1680 A 1602 A 1626 A 1833 1626 A 1638 A 1773 A 1800 Procedure NA for arrivals at ANBUJ via V462 Southbound. 1651 A 1665 A 1960 (FAF) YUCNU A 3444 (IAF) ANBUJ GIWFI					
3800 CEPOL RW33 CATEGORY GLS PA DA LNAV/ VNAV DA	Procedure NA for CANTS via V15 S YUCNU 5.1 NM B 1920-1 1920-1 497 (500-1)	Southbound. (IAF) CANTS	GIWFI 3800 Pro	ELEV 1429 Sociedure Turn NA 6 3.00° CH 42 1470	1519 A 1523 A 1523 TDZE 1423 330° to RW33
CIRCLING	1960-13/4 531	497 (500-1½) (600-1¾)	497 (50) 2040 611 (70	0-1½) MIRL Rwy 9-27 0-2 REIL Rwys 15 an	d 33 0

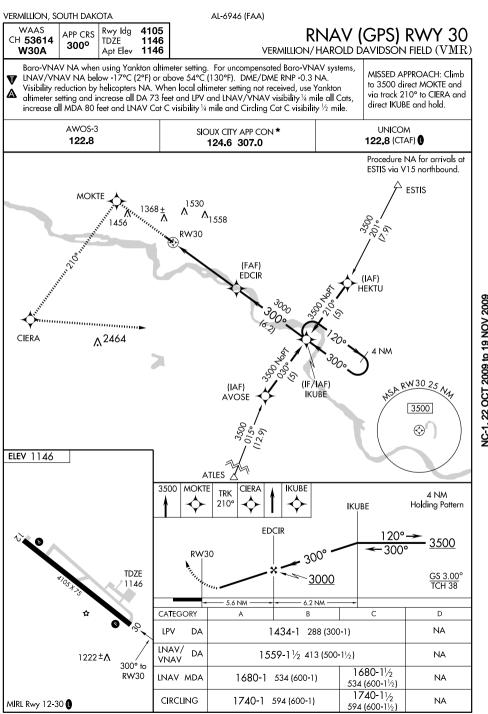


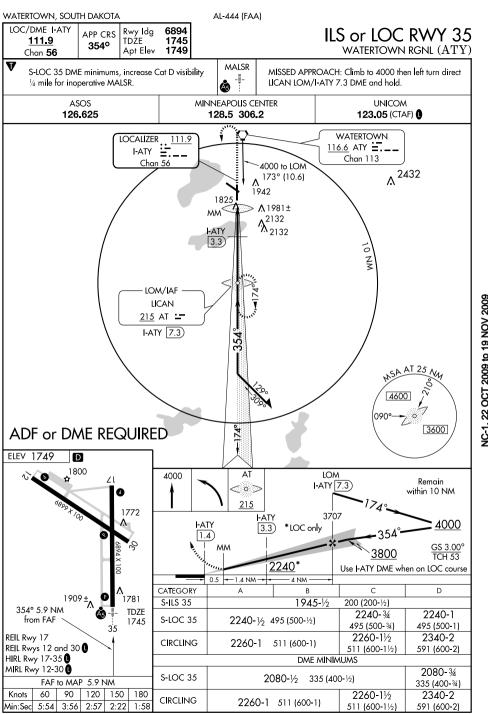


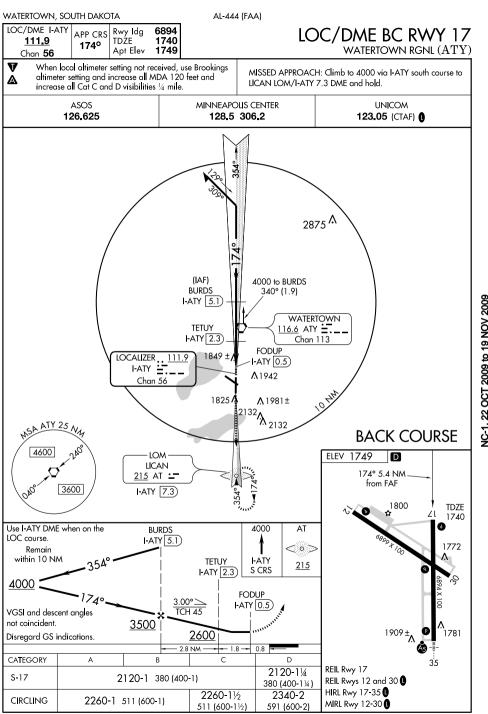


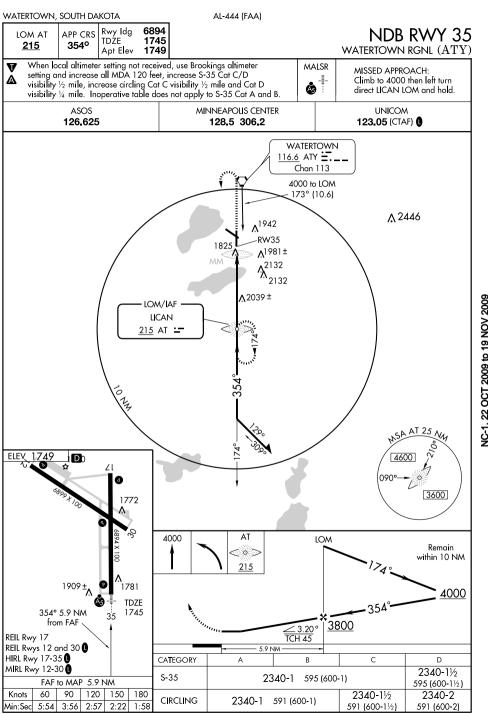


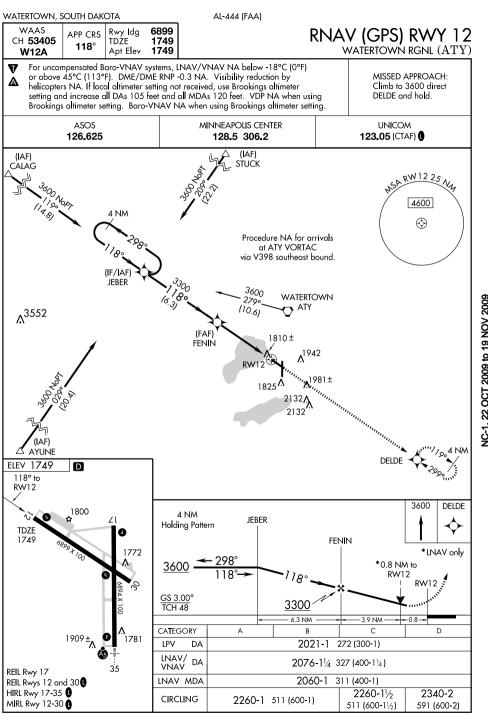


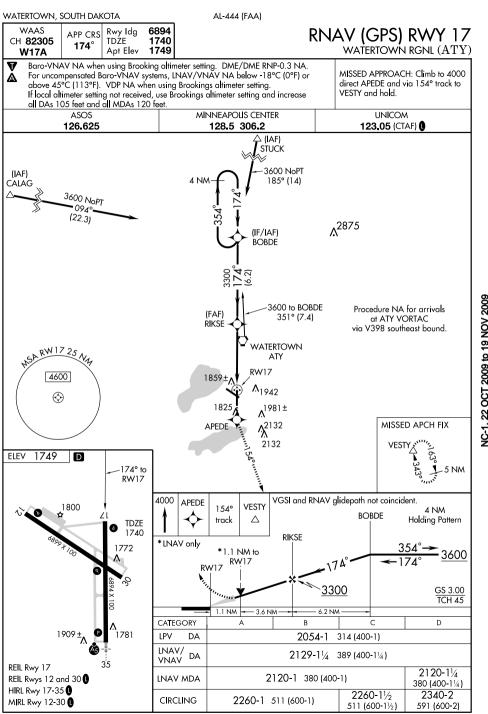






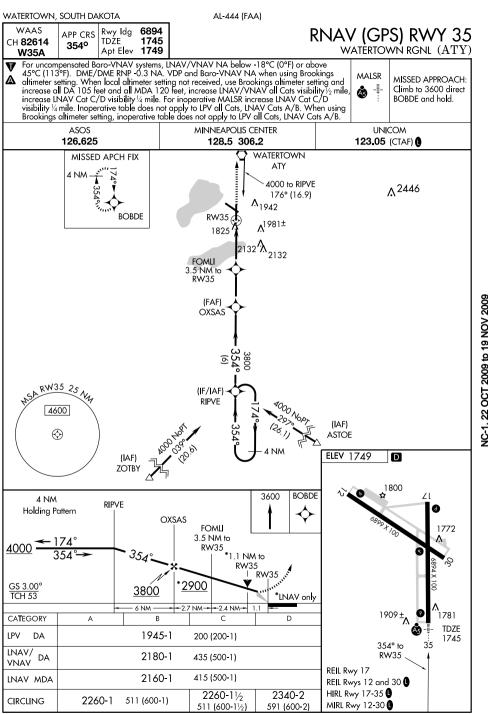


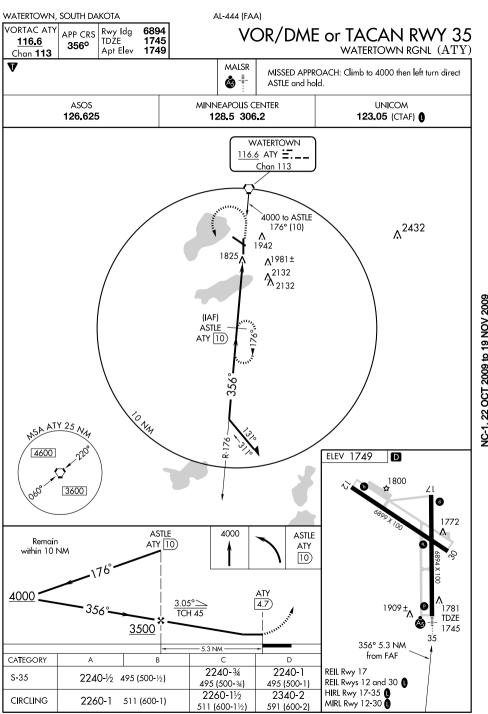


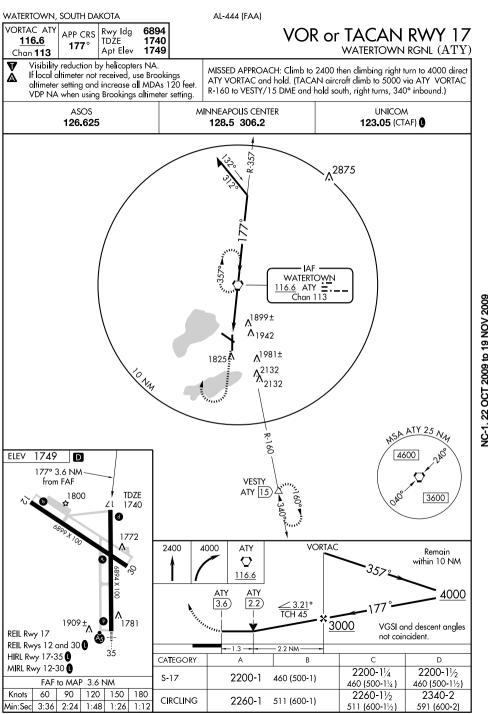


WATERTOWN, SOUTH DAKOTA AL-444 (FAA) WAAS Rwy Idg 6899 RNAV (GPS) RWY 30 APP CRS CH 50305 TDŹE 1736 299° WATERTOWN RGNL (ATY) W30A Apt Elev 1749 For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (113°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, MISSED APPROACH: use Brookings altimeter setting and increase all DA 105 feet and all MDA 120 feet. Climb to 3600 direct increase LPV and LVAV/VNAV all Cats. visibility ¼ mile, LNAV and Circling Cat. B IEBER and hold visibility ¼ mile, Cat. C/D visibility ½ mile. VDP NA when using Brookings altimeter setting. Baro-VNAV NA when using Brookings altimeter setting. MINNEAPOLIS CENTER ASOS UNICOM 126.625 128.5 306.2 123,05 (CTAF) (4 NM Procedure NA for arrivals at ATY VORTAC AMARAMAN AMARAMAN AMARAMAN CO JEBER via V78 westbound. WATERTOWN ATY Λ 2446 1825 ^2107 1916 1981 (IAF) NSA RW 30 25 Ny BÙCCA 2132 (FAF) 3600 NoPT HAVÓI 255° 4600 (14.6) (IF/IAF) **(** 4 NM DELDE 1749 **ELEV** D 3600 **JEBER** VGSI and RNAV glidepath 4 NM not coincident. Holding Pattern DFIDE 1800 ZΙ HAVDI *LNAV only *1.9 NM to RW30 **TDZE RW30** 1736 GS 3.00° 3500 TCH 45 3.5 NM 6.2 NM 299° to CATEGORY D Α RW30 LPV 1990-1 DA 254 (300-1) 1909 ±∧ LNAV/ DΑ 2208-13/4 472 (500-13/4) VNAV REIL Rwy 17 2360-13/4 2360-2 LNAV MDA 2360-1 624 (700-1) REIL Rwys 12 and 30 1 624 (700-13/4) 624 (700-2) HIRL Rwy 17-35 **()** 2360-13/4 2360-2 CIRCLING 2360-1 611 (700-1) MIRL Rwy 12-30 0 611 (700-134) 611 (700-2)

UC-1 22 OCT 2009 to 19 NOV 2009







WAAS

RNAV (GPS) RWY 13

NC-1 22 OCT 2009 to 19 NOV 2009

NA

647 (700-134)

CH 61212 WINNÉR RGNL (ICR.) Apt Elev 2033 W13A DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Valentine altimeter setting. MISSED APPROACH: Climb to When local altimeter setting not received, use Valentine, NE altimeter setting and increase 4100 direct AGUFY and hold. all DA/MDA 240 feet; increase LPV all Cats visibility 3/4 mile, LNAV/VNAV all Cats visibility 1 mile, LNAV Cat C visibility 3/4 mile, circling Cat B visibility 1/4 mile and Cat C visibility 1 mile. ASOS HURON RADIO UNICOM 12 14 14 1430 1430 126,775 122.1R 122.8 (CTAF) 0 (IAF) YELUV DAFHY 30 NM to YELUV YELUV 9 4100 (IF/IAF) DAFHY DAFHY (IAF) (FAF) BÌMAC CHEKK SKAMP 2.4 NM to RW13 2150 ± 4300 2159± A 2316 1 30 NM to BIMAC Δ 2796 2033 **ELEV** 129° to RW13 DAFHY 4100 5 NM AGUFY Holding Pattern CHEKK TDZE **SKAMP** 2020 2.4 NM to *LNAV only 4100 RW13 290 *1.4 NM to RW13 RW13 3800 GS 3.00° *2800 TCH 38 3 NM 1 NM 6.1 NM \$ 2075 CATEGORY C LPV DA 2270-1 250 (300-1) NA LNAV/ NA DA 2456-11/2 436 (500-11/2) VNAV 2480-11/4 LNAV MDA 2480-1 460 (500-1) NA 460 (500-11/4) 2680-13/4

CIRCLING

MIRL Rwy 13-31

2580-1 547 (600-1)

RNAV (GPS) RWY 31 WINNER RGNL (ICR.)

CH **97612** TDŹE 2021 309° Apt Elev 2033 W31A

DME/DME RNP-0.3 NA.

WAAS

A When local altimeter setting not received, use Valentine, NE altimeter setting and increase all DA/MDA 240 feet; increase LPV all Cats visibility 3/4 mile, LNAV/VNAV all Cats visibility 1 mile, LNAV Cat C visibility $\frac{1}{2}$ mile, circling Cat B visibility $\frac{1}{4}$ mile and Cat C visibility 1 mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above

MISSED APPROACH: Climb to 4100 direct DAFHY and hold.

